BR STEAM MOTIVE POWER DEPOTS

SOUTHERN REGION

PAUL BOLGER

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SR

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Nottingham

Booklaw Publications

Preface

The purpose of this book is to assist the average enthusiast be he modeller, relic collector or historian, with his search for information on Motive Power Depots — the home of the steam locomotive.

Many devotees will recall the experience of touring such an establishment; the hiss of steam, the clank of engine movements and the sight of smoke suspended from the ceilings above the many varieties of engine in different stages of repair.

The sight of a fully serviced locomotive simmering outside the Depot on a crisp bright morning is a memory I shall never forget. I hope that the following pages aid the reminiscences of those fortunate enough to have lived during the steam age.

This book is dedicated to my wife Anne for her patient acceptance of my time spent compiling these books.

Paul Bolger

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Introduction

For reasons of parity with the previous volumes — *BR Steam Motive Power Depots: LMR, ER and ScR* (all Ian Allan) — the depots covered by this work have been restricted to those which possessed a code, as these were the most visited and of greater importance to the railway network.

In all, 38 depots are outlined and because of the lesser number of sheds by comparison with previous volumes four views per shed have been included, with a few exceptions. For continuity of the text the codes used as headings are c1950.

Acknowledgements

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In addition, special thanks are extended to the following: B. J. Ashworth; J. C. Beckett; J. Bentley; R. Blencowe; H. D. Bowtell; D. Carville; H. C. Casserley; G. S. Cocks; F. Dean; A. G. Ellis; K. Fairey; B. K. B. Green; P. H. Groom; B. Hilton; M. S. Houlgrave; B. H. Jackson; P. J. Kelly; F. Lyon; D. Milton; B. Morrison; N. D. Mundy; T. Nicholls; J. Oatway; J. A. Peden; I. Peters; W. Potter; N. E. Preedy; G. Reeve; D. Rendell; R. C. Riley; G. F. Roose; D. T. Rowe; R. E. Ruffell; T. V. Runnacles; J. Scrace; G. W. Sharpe, J. L. Smith, J. L. Stevenson; W. T. Stubbs; T. Wright.

In the course of preparation the following publications were of major importance as reference and consultative material: *The Railway Observer* (Volumes 18 to 38); *The Railway Magazine* (Volumes 94 to 114); *Railway World* (Volumes 19 to 29); *Trains Illustrated* & *Modern Railways* (Volumes 3 to 21).

Notes about Contents

The ex-Somerset & Dorset Joint Railway establishments at Bath, Templecombe and Highbridge have been included within as 71G, 71H, and 71J respectively. They became Southern Region depots in 1950 and spent a good deal of their remaining lifetimes as part of the region.

The depots at Weymouth and Yeovil Pen Mill will be included in the Western Region volume as 82F and 82E respectively, as their origins were GWR and they did not become part of the Southern Region until 1958.

Pre-Grouping Origins

Although, primarily not relevant to the period covered, an indication of the vintage of the shed is given by the inclusion of the company of ownership prior to 1923. This is not necessarily the company which commissioned the building, as many smaller installations were absorbed into the larger companies by the takeover or amalgamation of district railways.

Gazetteer References

These numbers refer to the page and square within the Ian Allan *Pre-Grouping Atlas* which pinpoint the subject's national location.

Closing Dates

The dates given indicate the closure of the depot to steam engines only. However, in some cases the date would have been the same for diesels where the building closed completely, either as a result of its dilapidated condition or the effects of the 'Beeching' cuts.

Shed-Codes

The Southern Region was not issued with shed-codes at the outset of nationalisation in 1948 owing to BR's indecision over districts. In 1950 it was allocated ex-LMS type codes commencing with 70A. A full list of all codes is given on page 98.

Allocations

Where the depot's lifetime allows, three separate allocations, of steam locomotives only, are listed from the years 1950, 1959 and 1965. These lists are accurate to August 1950, May 1959 and May 1965.

Very few sets of allocations are in absolute numerical order as preference has been given to listing the locos in classification groups to keep this book on a par with previous volumes. The Southern Region loco-numbering system differed from other areas in that it did not allocate an exclusive batch of numbers for every class of engine. Many different classes were affected by this random method and the resulting lists are as consecutive as this format will allow.

Plans

All the plans have been based upon the Ordnance Survey County and National Grid series maps from various years and reproduction is by permission of the Controller of Her Majesty's Stationery Office, Crown Copyright Reserved.

Photographs

All except 18 of the 164 illustrations have been restricted to the period 1948/67. The majority of the views are hitherto unpublished and represent many years of search.

70A NINE ELMS

Pre-Grouping Origin: LSWR
Gazetteer Ref: 40 D5
Closed: 1967
Shed Code: 70A (1950-1967)
Allocations: 1950

Class M7 0-4-4T
30038 30132 30248 30322
30123 30241 30249 30667
30130 30244 30319 30676

Class T9 4-4-0
30119 30718

Class G6 0-6-0T
30160 30259 30353

Class L11 4-4-0
30163 30165 30405 30406

Class 02 0-4-4T
30221

Class H15 4-6-0
30332 30335 30484 30487
30333 30476 30485 30488
30334 30482 30486 30490

Class 700 0-6-0
30339 30692 30694 30699 30701

Class K10 4-4-0
30390

Class T14 4-6-0
30446 30461

'King Arthur' 4-6-0
30742 *Camelot*
30745 *Tintagel*
30747 *Elaine*
30755 *The Red Knight*
30765 *Sir Gareth*
30773 *Sir Lavaine*
30780 *Sir Persant*
30782 *Sir Brian*
30787 *Sir Menadeuke*
30791 *Sir Uwaine*
30792 *Sir Hervis de Revel*

'Lord Nelson' 4-6-0
30858 *Lord Duncan*
30859 *Lord Hood*
30860 *Lord Hawke*

Class Z 0-8-0T
30955

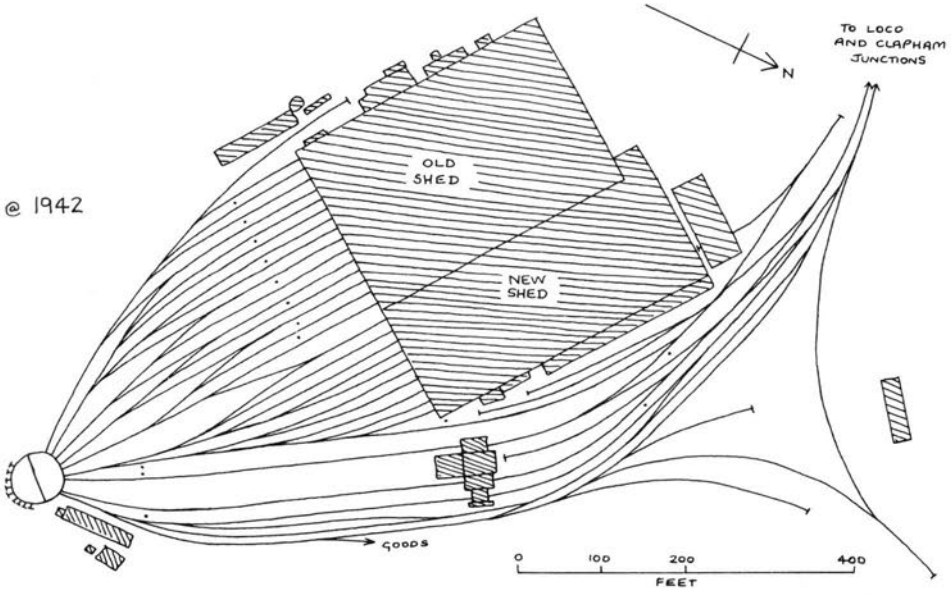
Class H 0-4-4T
31551 31552 31553 31554

Class U 2-6-0
31613 31619 31625 31637 31807

Classes E1 0-6-0T and E4 0-6-2T*
32138* 32468 32493 32500

'Battle of Britain' 4-6-2
34049 *Anti-Aircraft Command*
34050 *Royal Observer Corps*
34051 *Winston Churchill*
34052 *Lord Dowding*
34053 *Sir Keith Park*
34054 *Lord Beaverbrook*
34055 *Fighter Pilot*
34056 *Croydon*
34057 *Biggin Hill*
34058 *Sir Frederick Pile*
34059 *Sir Archibald Sinclair*
34060 *25 Squadron*
34061 *73 Squadron*
34062 *17 Squadron*
34063 *229 Squadron*
34064 *Fighter Command*
34065 *Hurricane*

Looking north-west to Nine Elms shed in 1959 with Class E4 0-6-2T No 32498 (70A) nearest the camera. The 'Old' and 'New' sheds are left and right respectively. N. E. Preedy



'Merchant Navy' 4-6-2
35005 *Canadian Pacific*
35010 *Blue Star*
35011 *General Steam Navigation*
35012 *United States Line*
35013 *Blue Funnel*
35014 *Nederland Line*
35015 *Rotterdam Lloyd*
35016 *Elders Fyffes*
35017 *Belgian Marine*
35018 *British India Line*
35019 *French Line CGT*
35020 *Bibby Line*

Total 99

Allocations: 1959

Class 57xx 0-6-0PT
4634 4686 4698
4672 4692 9770

Class M7 0-4-4T
30123 30241 30248 30319 30321
30133 30245 30249 30320

Class T9 4-4-0
30338 30718 30719

'King Arthur' 4-6-0
30457 *Sir Bedivere*
30763 *Sir Bors de Ganis*
30774 *Sir Gaheris*
30778 *Sir Pelleas*
30779 *Sir Colgrevance*

Class H15 4-6-0
30482 30486 30491 30522 30524
30484 30489 30521 30523

Class 700 0-6-0
30694 30699 30701

'Schools' 4-4-0
30902 *Wellington*
30903 *Charterhouse*
30906 *Sherborne*
30907 *Dulwich*

Class U 2-6-0
31617 31621 31624 31634 31796

Class E4 0-6-2T
32487 32497 32498 32500 32563

Class Q1 0-6-0
33015 33017 33038

'West Country' 4-6-2
34006 *Bude*
34007 *Wadebridge*
34009 *Lyme Regis*
34010 *Sidmouth*
34018 *Axminster*
34020 *Seaton*
34029 *Lundy*
34031 *Torrington*
34047 *Callington*
34093 *Saunton*
34094 *Mortehoe*
34095 *Brentor*

'Battle of Britain' 4-6-2
34064 *Fighter Command*
34065 *Hurricane*
34090 *Sir Eustace Missenden, Southern Railway*

'Merchant Navy' 4-6-2
35005 *Canadian Pacific*
35012 *United States Lines*
35014 *Nederland Line*
35016 *Elders Fyffes*
35017 *Belgian Marine*
35018 *British India Line*
35019 *French Line CGT*
35020 *Bibby Line*
35029 *Ellerman Lines*
35030 *Elder Dempster Lines*

Class 5 4-6-0
73087
73088
73089 *Maid of Astolat*

73110	73112	73114	73116	73118
73111	73113	73115	73117	73119

Total 90

An easterly view of Nine Elms coaler in 1967 together with 'Merchant Navy' 4-6-2 No 35013 Blue Funnel *(70F).* K. Fairey

Nine Elms 'New' Shed and coaling plant in 1959. W. Potter

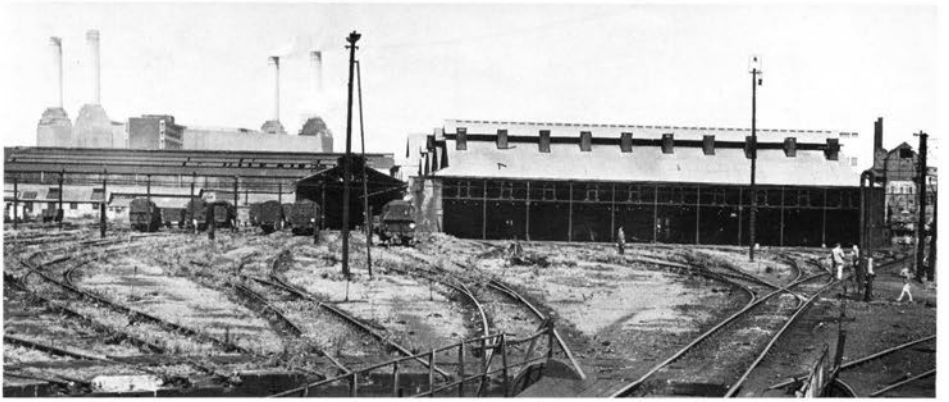
Allocations: 1965

'West Country' 4-6-2
34001 *Exeter*
34002 *Salisbury*
34021 *Dartmoor*
34038 *Lynton*

Class 5MT 4-6-0
73016 73065
73081 *Excalibur*
73082 *Camelot*
73084 *Tintagel*
73085 *Melisande*
73086 *The Green Knight*
73088 *Joyous Gard*
73112 *Morgan le Fay*

Class 4MT 4-6-0

75069	75074	75077
75070	75076	75078



The last day of steam traction on the Southern Region, 9 July 1967 and a sorry looking Nine Elms as viewed from the turntable. A handful of locos occupy the roofless 'Old' shed and groups of spotters pay their last respects. G. S. Cocks

Class 4MT 2-6-4T

80069	80133	80143		
80095	80137	80154		

Class 3MT 2-6-2T

82005	82019	82022	82026	82029
82006	82020	82023	82027	82033
82018	82021	82024	82028	

Total 39

Nine Elms was among the last seven sheds on the Southern Region which closed to steam in July 1967. The remaining locos went for scrap.

70B FELTHAM

Pre-Grouping Origin: LSWR
Gazetteer Ref: 5 B2
Closed: 1967
Shed Code: 70B (1950-1967)
Allocations: 1950

Class M7 0-4-4T

30043	30254

Class L11 4-4-0

30164	30174	30414	30438

Class 700 0-6-0

30309	30352	30688	30696	30698
30346	30687	30689	30697	

Class T9 4-4-0

30311	30732

Class H15 4-6-0

30330	30331

Class K10 4-4-0

30384

Class G16 4-8-0T

30492	30493	30494	30495

Class S15 4-6-0

30496	30502	30508	30514	30837
30497	30503	30509	30515	30838
30498	30504	30510	30833	30839
30499	30505	30511	30834	30840
30500	30506	30512	30835	
30501	30507	30513	30836	

Class H16 4-6-2T

30516	30517	30518	30519	30520

Class 0395 0-6-0

30567	30570	30573
30569	30572	30579

'King Arthur' 4-6-0

30738 *King Pellinore*

Class U 2-6-0

31624

Class Q1 0-6-0

33006	33008	33010	33012
33007	33009	33011	33013

Class WD 2-8-0

90257	90562	90570	90604

Total 77

Allocations: 1959

Class M7 0-4-4T

30032	30043

Class O2 0-4-4T

30177	30179

Class 700 0-6-0

30339	30352	30687	30696
30346	30355	30689	

Class G16 4-8-0T

30493	30494	30495

The western end of Feltham depot in 1959 with (left to right), 'S15' 4-6-0 No 30832 (72B), 'U1' 2-6-0 No 31892 (70B), 'H16' 4-6-2T No 30516 (70B) and 'S15' 4-6-0 No 30498 (70B). N. E. Preedy

Class S15 4-6-0

30496	30501	30506	30511	30833
30497	30502	30507	30512	30834
30498	30503	30508	30513	30838
30499	30504	30509	30514	30839
30500	30505	30510	30515	30840

Class H16 4-6-2T

30516	30517	30518	30519	30520

Class 0395

30567

Class T9 4-4-0

30732

Class C2 0-6-0

32437 32438

Class Q1 0-6-0

33006	33009	33012	33018
33007	33010	33013	33026
33008	33011	33016	33027

Total 60

Allocations: 1965

Class S15 4-6-0

30824	30837	30839
30833	30838	30842

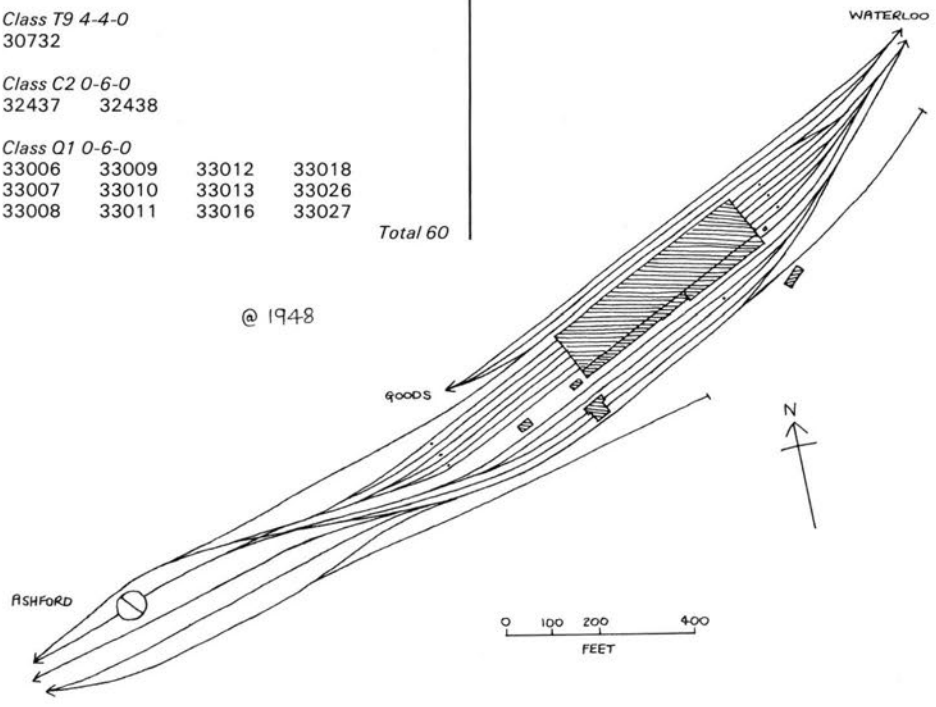
Class 4MT 2-6-0

76053	76055	76066

Total 9

Feltham closed at the end of steam traction on the Southern Region in July 1967 and its few remaining locos went for scrap.

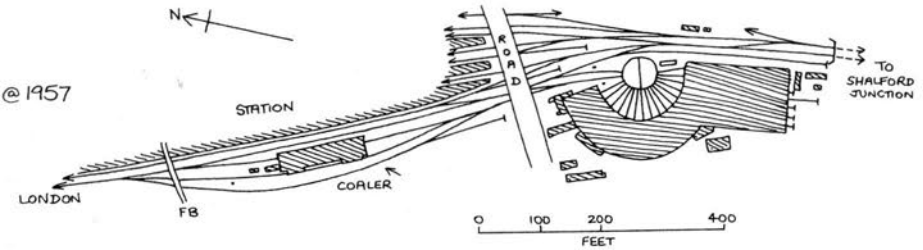
Although the shed was not fully operational until early Southern Railway days it has been afforded LSWR origin because the latter company commenced building prior to the 1923 Grouping.



Looking east to Feltham shed and coaler in Southern Railway days. Ian Allan Library

Another view of Feltham in SR days taken from a different angle. Lens of Sutton

The eastern end of Feltham showing the single ended repair bay alongside the running shed. Lens of Sutton



70C GUILDFORD

Pre-Grouping Origin: LSWR
Gazetteer Ref: 5 C1
Closed: 1967
Shed-Code: 70C (1950 to 1967)
Allocations: 1950

Class M7 0-4-4T
30021 30056 30110 30328
30022 30060 30246 30481
30026 30108 30324

Class L11 4-4-0
30158 30436

Class G6 0-6-0T
30268 30270 30349

Class T9 4-4-0
30281 30312 30336 30710

Class 700 0-6-0
30308 30325 30326 30327

Class L12 4-4-0
30416 30420 30425 30428

Class 0458 0-4-0ST
30458 *Ironside*

Class 0395 0-6-0
30565 30574 30576 30578 30580
30568 30575

Class U 2-6-0
31620 31628 31635 31801
31621 31629 31798 31802
31627 31630 31800 31804

Class E4 0-6-2T
32490

The last day of steam traction on the Southern Region, 9 July 1967 this time at Guildford. Shed pilot No 30072 shunts a van from the turntable as 'West Country' 4-6-2 No 34018 Axminster *(minus nameplates) (70A) prepares to leave with the shed stores.* Ian Allan Library

Looking north to the Guildford coaling plant in 1964 with Class 5MT 4-6-0 No 73168 (70B) facing. W. Potter

Class Q1 0-6-0

33001	33003	33005	33015
33002	33004	33014	33016

Total 57

Allocations: 1959

Class M7 0-4-4T

30026	30124	30132	30246

Class B4 0-4-0T

30089

Class G6 0-6-0T

30238	30277	30349

Class 700 0-6-0

30308	30326	30693	30698
30325	30350	30697	30700

Class T9 4-4-0

30724

Class U 2-6-0

31612	31627	31635	31798
31616	31628	31636	31799
31622	31630	31637	31800
31625	31631	31797	31807

A southerly view of Guildford shed in 1962 from the nearby road overbridge. Class B4 0-4-0T No 30089 acting as shed pilot can be seen reversing on to the over-girder turntable. P. H. Groom

Guildford by night in 1956 showing the newly fitted lighting. Locos left to right are Nos 30338 (70A), 33018 (70B), 31611 (70D), 31622 (70C), 30325 (70C), 33004 (70C). Ian Allan Library

Class C 0-6-0
31722 31723

Class E4 0-6-2T
32505 32506

Class Q1 0-6-0
33001 33003 33005 33022
33002 33004 33019 33025
Total 45

Allocations: 1965

Class USA 0-6-0T
30072

Class N 2-6-0
31401 31411 31816 31858 31873
31408 31811 31842 31866

Class U 2-6-0
31619 31639 31791 31803
31627 31790 31800 31809

Class Q1 0-6-0
33006 33018 33026
33009 33020 33027

Class 2 MT 2-6-2T
41287 41294 41299 41301
Total 28

Guildford shed closed at the end of steam traction on the Southern Region in July 1967. The surviving engines were thus withdrawn from service.

As the allocation lists verify, Guildford's shed pilot was updated over the years: Nos 30458 *Ironside* (1950), 30089 (1959) and 30072 (1965). Their respective withdrawal dates were June 1954, March 1963 and July 1967.

70D BASINGSTOKE

Pre-Grouping Origin: LSWR
Gazetteer Ref: 4 B2
Closed: 1967
Shed-Code: 70D (1950 to 1963)
Allocations: 1950

Class G6 0-6-0T
30258 30266

Class T9 4-4-0
30302 30712

Class 700 0-6-0
30368 30693

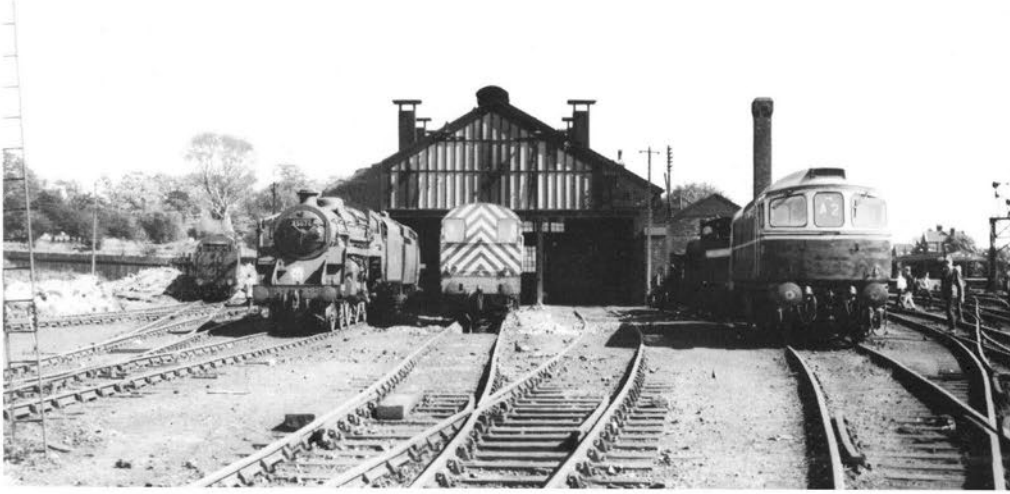
Class L12 4-4-0
30418

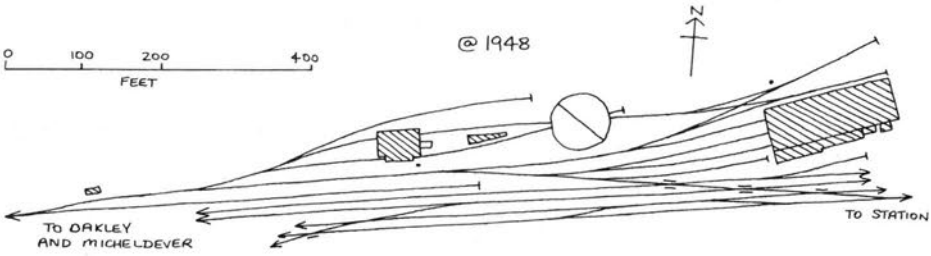
'King Arthur' 4-6-0
30451 *Sir Lamorak*
30456 *Sir Galahad*

Basingstoke shed in July 1967, three days before closure. An unidentified BR Standard is prepared for the road beside a lifeless diesel. J. L. Stevenson

Basingstoke from the west in 1956 with the station visible beyond the right hand side. 'King Arthur' class No 30763 Sir Bors de Ganis *(70D) simmers on the left whilst facing are Class H15 4-6-0 No 30475 (71A) and '700' 0-6-0 No 30368 (70D).* W. Potter

This 1962 view of Basingstoke clearly spells out the threat of oncoming diesels. Class 4 4-6-0 No 75078 (70D) is on the left. W. Potter





Class U 2-6-0
31633

Class B4X 4-4-0
32045 32052 32067

Class E1 0-6-0T
32160

'Remembrance' 4-6-0
32327 *Trevithick*
32328 *Hackworth*
32329 *Stephenson*
32330 *Cudworth*
32331 *Beattie*
32332 *Stroudley*
32333 *Remembrance*

Total 21

Allocations: 1959

Class G6 0-6-0T
30258

Class 700 0-6-0
30368

'King Arthur' 4-6-0
30456 *Sir Galahad*
30765 *Sir Gareth*
30794 *Sir Ector de Maris*

'Schools' 4-4-0
30904 *Lancing*
30905 *Tonbridge*
30923 *Bradfield*

Class U 2-6-0
31611 31806

Class 4 4-6-0
75076 75077 75078 75079

Total 14

Basingstoke shed lost its coded status in March 1963 when its engines moved to Nine Elms 70A, Guildford 70C and Eastleigh 71A. The depot remained open as a signing-on point until the end of steam traction on the Southern Region.

The 1950 allocation shows that all the 'Remembrance' class 4-6-0s (sometimes referred to as 'N15X') were shedded here. The last one, No 32331, *Beattie*, was withdrawn from Basingstoke in July 1957.

A Class V2 2-6-2 at Basingstoke in 1966, namely No 60919 from 62B Dundee Tay Bridge! This engine was booked to pull the LCGB special from Waterloo to Salisbury and Weymouth on 3 July but became defective and No 34002 had to be substituted.
B. H. Jackson

70E READING

Pre-Grouping Origin: SECR
Gazetteer Ref: 4 A2
Closed: 1965
Shed-Code: 70E (1950 to 1959)
Allocations: 1950

Class D 4-4-0
31057 31075 31740 31744 31750

Class B1 4-4-0
31443

Class E 4-4-0
31515

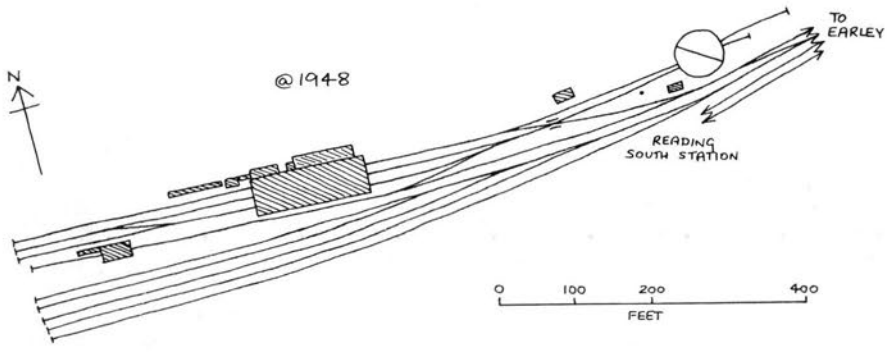
Class T 0-6-0T
31602 31604

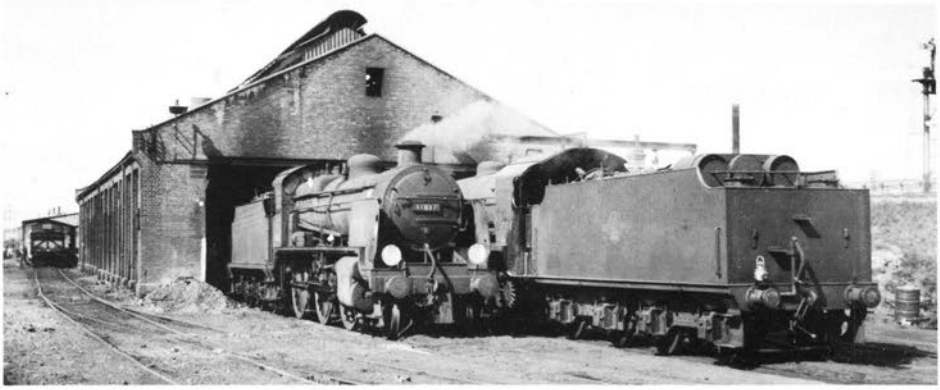
Class U 2-6-0
31610 31614 31794 31797
31611 31615 31796 31799

Total 17

The gradual running down of Reading (South) began in May 1954 when most of its allocation transferred to Redhill (75B) and Guildford (70C). The last two engines went to store in December 1956 and the shed became a sub of Basingstoke (70D) in 1959. Guildford (70C) became its parent depot in 1960 and complete closure was in January 1965.

The eastern end of Reading in 1961 with locos (left to right) 'Schools' 4-4-0 No 30909 St Paul's *(70C) and 'U' 2-6-0 No 31617 (70A). The former engine was withdrawn in February 1962 and cut up shortly afterwards (see Ashford Works view — 74A).*
N. D. Mundy





Reading South in 1962 with Class N 2-6-0 No 31817 (75B) and 'S15' 4-6-0 No 30845 (72A) at rest outside. N. E. Preedy

Class 700 0-6-0 No 30346 (70B) stands outside Reading in 1959. R. C. Riley

Ugly but effective. An austere 'Q1' class 0-6-0, namely No 33019 (70C) on shed at Reading in 1963. K. Fairey

71A EASTLEIGH

Pre-Grouping Origin: LSWR
Gazetteer Ref: 4 D3
Closed: 1967
Shed-Codes: 71A (1950 to 1963)
70D (1963 to 1967)
Allocations: 1950 (71A)

Class M7 0-4-4T

30029	30033	30109	30242	30479
30031	30048	30125	30357	30673
30032	30053	30128	30378	30674

Class B4 0-4-0T

30082
30083
30089 *Trouville*

Class T9 4-4-0

30121	30287	30313	30711	30722
30282	30300	30705	30713	30729
30286	30304	30708	30721	

Class L11 4-4-0

30148	30156	30171	30411	30442
30154	30157	30173	30413	
30155	30159	30175	30437	

Class 02 0-4-4T

30213	30225	30233

Class 700 0-6-0

30306	30316	30350	30700

Class T1 0-4-4T

30367

Class S11 4-4-0

30401

Class L12 4-4-0

30422	30429	30431	30433
30423	30430	30432	30434

Class D15 4-4-0

30463	30465	30467	30469	30471
30464	30466	30468	30470	30472

Class H15 4-6-0

30473	30477	30489	30522
30474	30478	30491	30523
30475	30483	30521	30524

Class Q 0-6-0

30530	30532	30536	30543
30531	30535	30542	30544

Class 0395 0-6-0

30566	30571

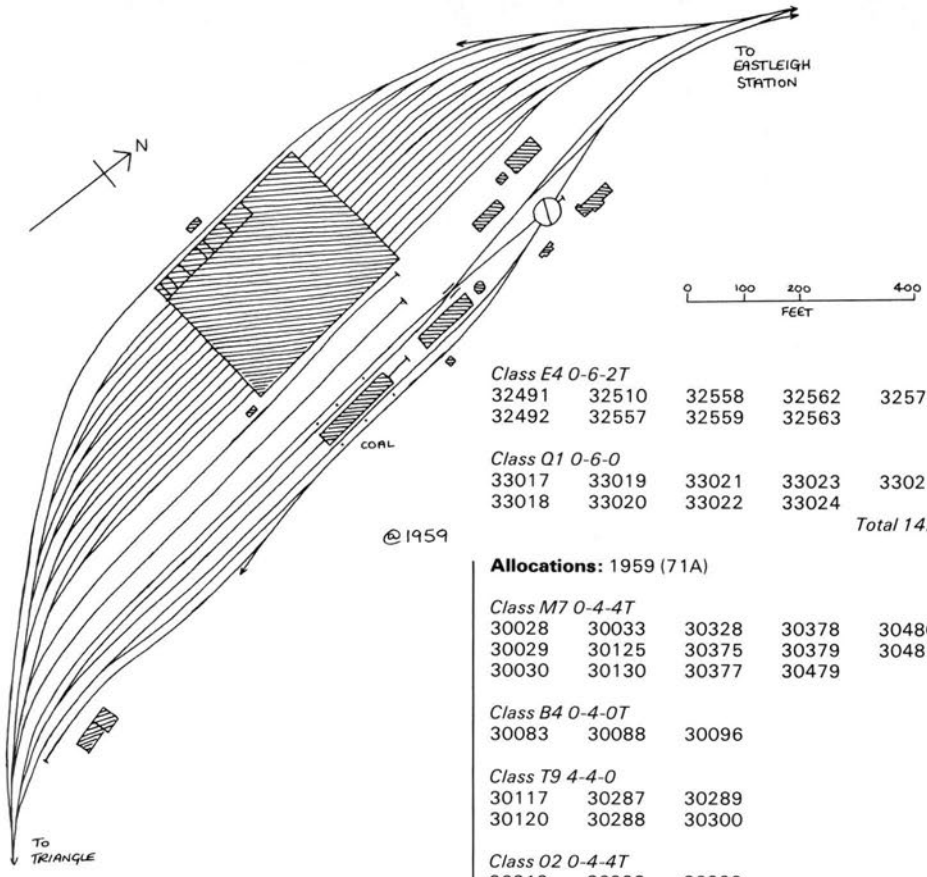
Class C14 0-4-0T

30588	30589

'King Arthur' 4-6-0
30749 *Iseult*
30752 *Linette*
30772 *Sir Percivale*
30777 *Sir Lamiel*
30779 *Sir Colgrevance*
30783 *Sir Gillemere*
30784 *Sir Nerovens*
30785 *Sir Mador de la Porte*
30788 *Sir Urre of the Mount*
30789 *Sir Guy*
30790 *Sir Villiars*

'Lord Nelson' 4-6-0
30850 *Lord Nelson*
30851 *Sir Francis Drake*
30852 *Sir Walter Raleigh*
30853 *Sir Richard Grenville*
30854 *Howard of Effingham*
30855 *Robert Blake*
30856 *Lord St Vincent*
30857 *Lord Howe*

The southern end of Eastleigh shed in 1964 with 'Merchant Navy' Class 4-6-2 No 35026 Lamport & Holt Line *(83D) nearest the camera.* W. Potter



Class Z 0-8-0T
30950 30952 30956

Class P 0-6-0T
31325

Class N 2-6-0
31828 31866 31867

Class E1 0-6-0T
32133 32147

Class E4 0-6-2T
32491 32510 32558 32562 32579
32492 32557 32559 32563

Class Q1 0-6-0
33017 33019 33021 33023 33025
33018 33020 33022 33024

Total 142

Allocations: 1959 (71A)

Class M7 0-4-4T
30028 30033 30328 30378 30480
30029 30125 30375 30379 30481
30030 30130 30377 30479

Class B4 0-4-0T
30083 30088 30096

Class T9 4-4-0
30117 30287 30289
30120 30288 30300

Class O2 0-4-4T
30212 30223 30229

Class 700 0-6-0
30306 30316

Class H15 4-6-0
30473 30474 30475 30476 30477

Looking across Eastleigh shed yard in 1962 with a pair of 'A1X' class 0-6-0Ts on the left. There were five of these diminutive veterans allocated to the shed in this year. J. L. Stevenson

As the end of steam traction approaches, Class 2MT 2-6-2T No 41319 (70D) and 'West Country' 4-6-2 No 34018 Axminster *(70A) stands alongside the Eastleigh coaling plant in February 1967.* W. Potter

Class Q 0-6-0

30530	30532	30536	30543	
30531	30535	30542		

'King Arthur' 4-6-0

30770 *Sir Prianius*
30773 *Sir Lavaine*
30784 *Sir Nerovens*
30785 *Sir Mador de la Porte*
30786 *Sir Lionel*
30788 *Sir Urre of the Mount*
30789 *Sir Guy*
30790 *Sir Villiars*
30791 *Sir Uwaine*

'Lord Nelson' 4-6-0

30850 *Lord Nelson*
30851 *Sir Francis Drake*
30852 *Sir Walter Raleigh*
30853 *Sir Richard Grenville*
30854 *Howard of Effingham*
30855 *Robert Blake*
30856 *Lord St Vincent*
30857 *Lord Howe*
30858 *Lord Duncan*
30859 *Lord Hood*
30861 *Lord Anson*
30862 *Lord Collingwood*
30863 *Lord Rodney*

Class U 2-6-0

31618	31629	31793	31801	31808
31619	31639	31794	31802	
31620	31792	31795	31803	

Class E4 0-6-2T

32491	32510	32556	32559	32579

Class Q1 0-6-0

33020	33021	33023

Class 2 2-6-2T

41293	41305

Class 4 2-6-0

76010	76015	76025	76063	76068
76011	76016	76026	76064	76069
76012	76017	76027	76065	
76013	76018	76028	76066	
76014	76019	76029	76067	

Class 3 2-6-2T

82012	82014	82015	82016

Total 111

Allocations: 1965 (70D)

Class USA 0-6-0T

30064	30067	30069	30071	30073

'West Country' 4-6-2

34004 *Yeovil*
34008 *Padstow*
34009 *Lyme Regis*
34017 *Ilfracombe*
34018 *Axminster*
34019 *Bideford*
34023 *Blackmore Vale*
34025 *Whimple*
34033 *Chard*
34034 *Honiton*
34036 *Westward Ho*
34037 *Clovelly*
34039 *Boscastle*
34041 *Wilton*
34042 *Dorchester*
34093 *Saunton*
34095 *Brentor*
34097 *Holsworthy*
34098 *Templecombe*
34101 *Hartland*
34102 *Lapford*
34103 *Calstock*
34104 *Bere Alston*

'Battle of Britain' 4-6-2

34050 *Royal Observer Corps*
34060 *25 Squadron*
34064 *Fighter Command*
34071 *601 Squadron*
34076 *41 Squadron*
34077 *603 Squadron*
34079 *141 Squadron*
34082 *615 Squadron*
34084 *253 Squadron*
34086 *219 Squadron*
34087 *145 Squadron*
34088 *213 Squadron*
34090 *Sir Eustace Missenden, Southern Railway*

'Remembrance' class 4-6-0 No 32328 Hackworth *(70D) and 'Lord Nelson' 4-6-0 No 30859* Lord Hood *(70A) stand in line at Eastleigh in 1953. The former class were entirely allocated to Basingstoke and the last one (No 32331* Beattie*) was withdrawn in 1957.* K. Fairey

Class 2MT 2-6-2T

41313	41319	41325		

Class 5MT 4-6-0

73022	73029	73037	73041	73043

73087 *Linette*
73089 *Maid of Astolat*

73092	73093			

73110 *The Red Knight*
73111 *King Uther*
73113 *Lyonnesse*
73114 *Etarre*
73115 *King Pellinore*
73117 *Vivien*
73118 *King Leodegrance*
73119 *Elaine*

73155	73168	73169	73170	73171

Class 4MT 4-6-0

75065	75066	75068	75075	75079

Class 4MT 2-6-0

76006	76012	76031	76060	76064
76009	76016	76033	76061	76065
76010	76018	76058	76062	76068
76011	76019	76059	76063	76069

Class 4MT 2-6-4T

80012	80065	80082	80132	
80015	80066	80083	80139	
80016	80070	80102	80150	

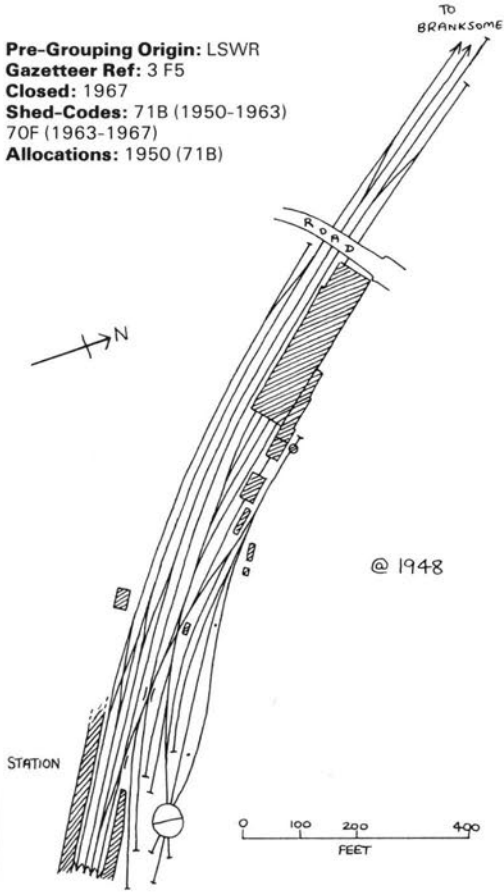
Total 103

Eastleigh survived until the end of steam on the Southern Region in July 1967 and its remaining engines went for scrap.

As the allocations suggest, Eastleigh was one of the most important depots on the Southern Region as it was responsible for Southampton's dock traffic movements.

71B BOURNEMOUTH

Pre-Grouping Origin: LSWR
Gazetteer Ref: 3 F5
Closed: 1967
Shed-Codes: 71B (1950-1963)
70F (1963-1967)
Allocations: 1950 (71B)



Bournemouth shed in 1965. 'West Country' class 4-6-2 No 34034 Honiton *(70D) is nearest the camera.* D. Wood

Class M7 0-4-4T

30028	30052	30104	30112	30318
30040	30057	30106	30131	30379
30051	30059	30111	30251	

Class B4 0-4-0T
30086 *Havre*
30087
30093 *St Malo*

Class 02 0-4-4T
30204 30212

Class G6 0-6-0T
30260

Class S11 4-4-0
30398 30403 30404

This 1966 view of Bournemouth shows two Class 5MT 4-6-0s Nos 73088 Joyous Gard *(minus nameplates) and 73093 (both 70C) with 'West Country' 4-6-2 No 34037* Clovelly *(70A) on the right.* J. L. Stevenson

Class Q 0-6-0
30548 30549

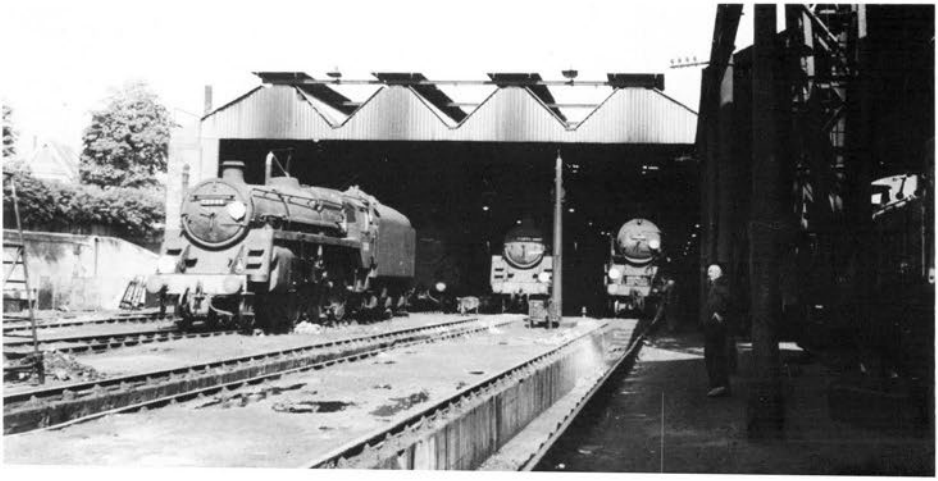
Class 700 0-6-0
30695

Class T9 4-4-0
30728

'King Arthur' 4-6-0
30736 *Excalibur*
30737 *King Uther*
30740 *Merlin*
30741 *Joyous Gard*
30743 *Lyonnesse*
30746 *Pendragon*
30750 *Morgan le Fay*
30751 *Etarre*
30754 *The Green Knight*

'Lord Nelson' 4-6-0
30861 *Lord Anson*
30862 *Lord Collingwood*
30863 *Lord Rodney*
30864 *Sir Martin Frobisher*
30865 *Sir John Hawkins*

Class U 2-6-0
31622 31632 31795



'West Country' 4-6-2
34093 *Saunton*
34094 *Mortehoe*
34095 *Brentor*
34105 *Swanage*
34106 *Lydford*
34107 *Blandford Forum*
34108 *Wincanton*

'Battle of Britain' 4-6-2
34109 *Sir Trafford Leigh-Mallory*

Total 52

Allocations: 1959 (71B)

Class M7 0-4-4T

30040	30060	30107	30127
30057	30104	30108	30128
30058	30105	30111	30318
30059	30106	30112	30324

Class B4 0-4-0T
30093 30102

Class G6 0-6-0T
30274

Class T9 4-4-0

30310	30706	30707

Looking east to Bournemouth shed yard in 1966. R. E. Ruffell

Class Q 0-6-0

30539	30541	30548

Class 700 0-6-0
30690 30695

'King Arthur' 4-6-0
30764 *Sir Gawain*
30771 *Sir Sagramore*
30772 *Sir Percivale*
30780 *Sir Persant*
30781 *Sir Aglovale*
30782 *Sir Brian*
30783 *Sir Gillemere*

'Lord Nelson' 4-6-0
30860 *Lord Hawke*
30864 *Sir Martin Frobisher*
30865 *Sir John Hawkins*

Bournemouth shed in 1962 as viewed from the direction of the station. B. H. Jackson

Class U 2-6-0
31614 31615 31632

'West Country' 4-6-2
34028 *Eddystone*
34039 *Boscastle*
34040 *Crewkerne*
34041 *Wilton*
34042 *Dorchester*
34043 *Combe Martin*
34044 *Woolacombe*
34045 *Ottery St Mary*
34046 *Braunton*
34048 *Crediton*
34102 *Lapford*
34105 *Swanage*
34107 *Blandford Forum*

'Merchant Navy' 4-6-2
35002 *Union Castle*
35010 *Blue Star*
35021 *New Zealand Line*
35022 *Holland-America Line*
35024 *East Asiatic Company*
35025 *Brocklebank Line*
35027 *Port Line*

Total 60

Allocations: 1965 (70F)

'West Country' 4-6-2
34024 *Tamar Valley*
34040 *Crewkerne*
34044 *Woolacombe*
34046 *Braunton*
34047 *Callington*

'Battle of Britain' 4-6-2
34053 *Sir Keith Park*
34085 *501 Squadron*

'Merchant Navy' 4-6-2
35003 *Royal Mail*
35004 *Cunard White Star*
35008 *Orient Line*
35010 *Blue Star*
35011 *General Steam Navigation*
35013 *Blue Funnel*
35021 *New Zealand Line*
35023 *Holland-Afrika Line*
35027 *Port Line*

Class 2MT 2-6-2T
41224 41275 41312 41316
41230 41295 41314 41320

Class 4MT 2-6-0
76013 76015 76026 76056
76014 76025 76027 76057

Class 4MT 2-6-4T
80013 80096 80138 80147
80081 80134 80146

Total 39

Bournemouth shed closed to steam in July 1967 and its remaining engines went for scrap.

71C DORCHESTER

Pre-Grouping Origin: LSWR
Gazetteer Ref: 3 F3
Closed: 1957
Shed-Code: 71C (1950 to 1955)
Allocations: 1950

Class T9 4-4-0
30116 30284 30307 30338

Class G6 0-6-0T
30162

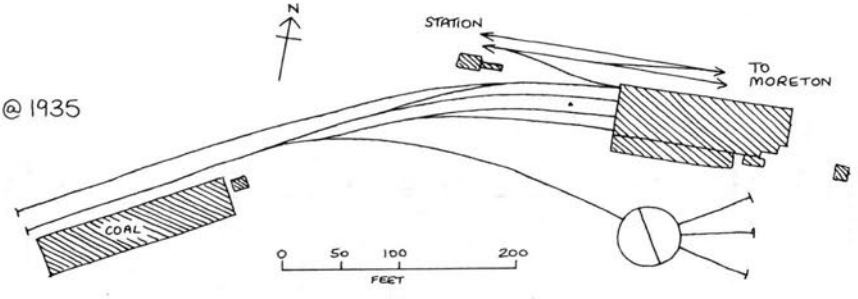
Class 02 0-4-4T
30177 30197 30229
30179 30223 30231

Class S11 4-4-0
30399

Class L12 4-4-0
30415 30424

Total 14

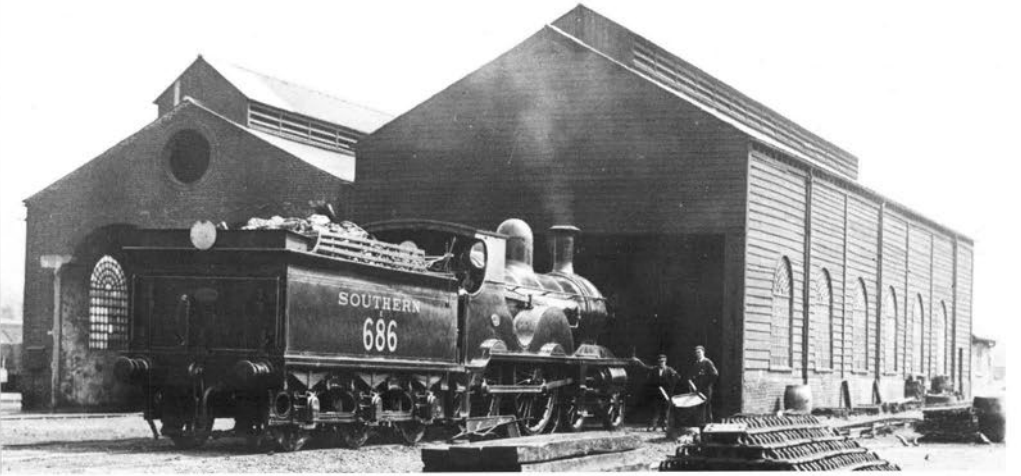
Dorchester shed declined in importance after nationalisation and eventually lost its code in March 1955 and became a sub-shed to Bournemouth 71B. The depot closed completely in July 1957 and demolition followed soon after.



Looking east to Dorchester shed in 1950.
LGRP courtesy of David & Charles Ltd

A Southern Railway's view of Dorchester in 1929 clearly showing the separate stages of construction. Whilst the left hand portion is the original, both structures were of mid-19th century vintage as the identical window patterns illustrated here would confirm. H. C. Casserley

Dorchester in 1939 as viewed from the station.
K. O. B. Nichols



71D FRATTON

Pre-Grouping Origin: LSWR/LBSCR Joint
Gazetteer Ref: 4 E2
Closed: 1959
Shed-Codes: 71D (1950 to 1954)
70F (1954 to 1959)
Allocations: 1950 (71D)

Class T1 0-4-4T
30020

Class M7 0-4-4T
30045 30050 30054 30480

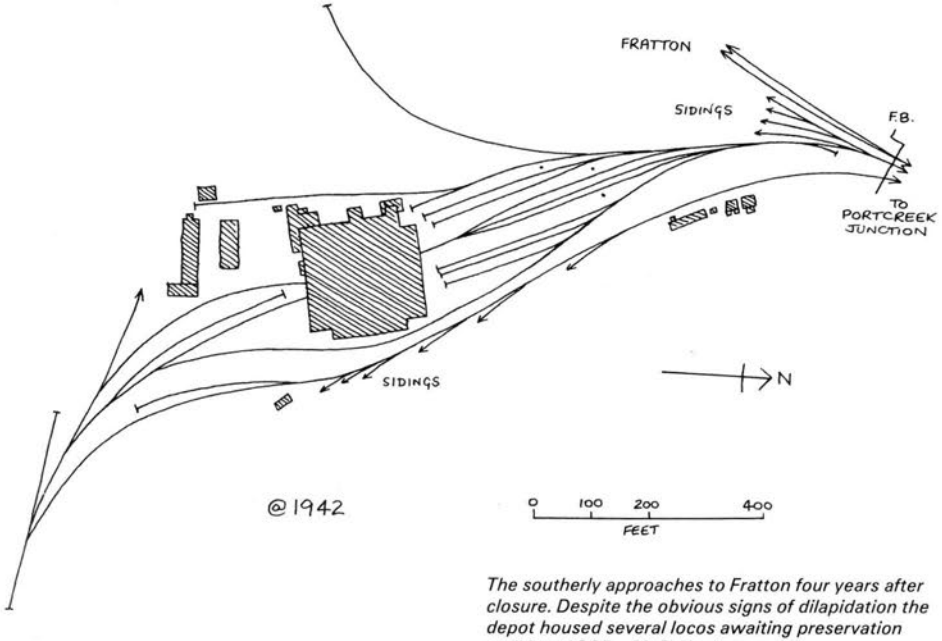
Class T9 4-4-0
30113 30118 30285 30310 30731
30114 30120 30303 30314 30733
30115 30280 30305 30726

Class L11 4-4-0
30170 30172 30441

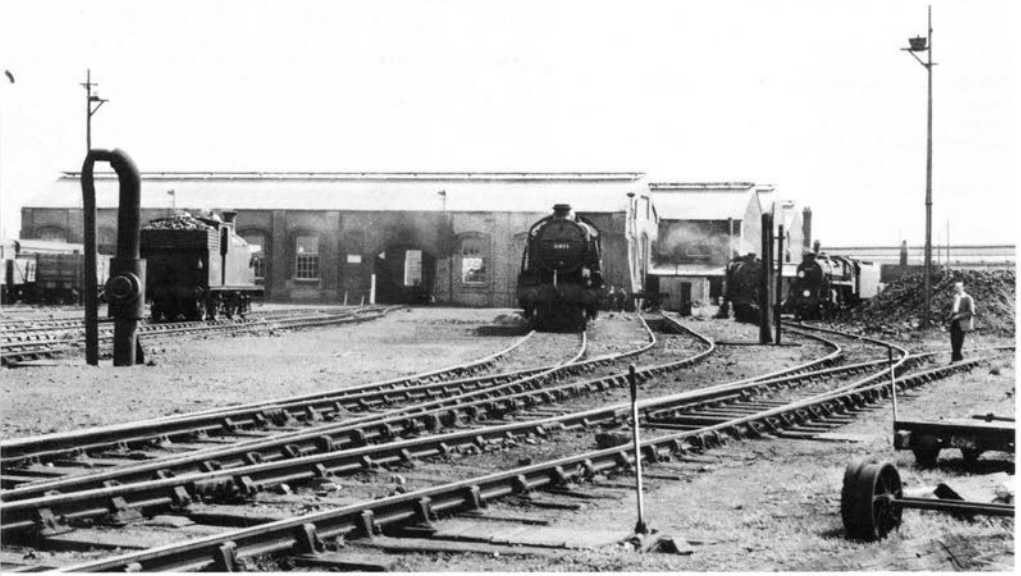
Class S11 4-4-0
30395 30396 30397 30400 30402

Class L12 4-4-0
30417 30419 30426 30427

Class U 2-6-0
31805 31809



The southerly approaches to Fratton four years after closure. Despite the obvious signs of dilapidation the depot housed several locos awaiting preservation well into 1965. M. S. Houlgrave



Class N 2-6-0
31870

Class E1 0-6-0T
32129 32691 32694

Class C3 0-6-0
32300 32301 32303 32306

Class K 2-6-0
32338 32340

Fratton shed yard and north entrance in 1959 with Class M7 0-4-4T No 30039 and 'U' 2-6-0 No 31805 (both 70F) left and centre respectively. P. J. Kelley

Inside Fratton roundhouse in 1963 showing two of the locos stored awaiting preservation. Left is 'Lord Nelson' Class 4-6-0 No 30850 Lord Nelson *and right 'King Aurthur' Class 4-6-0 No 30777* Sir Lamiel. *Note that the locos lengths have necessitated the uncoupling of the tenders.* K. Fairey

Class E4 0-6-2T
32487

Class A1X 0-6-0T
32646 32655 32661 32662 32677
Total 49

Allocations: 1959 (70F)

Class M7 0-4-4T
30039 30357

Class U 2-6-0
31638 31804 31805 31809

Class K 2-6-0
32337 32349

Class E4 0-6-2T
32479 32495 32509

Class C2 0-6-0
32548 32549 32550

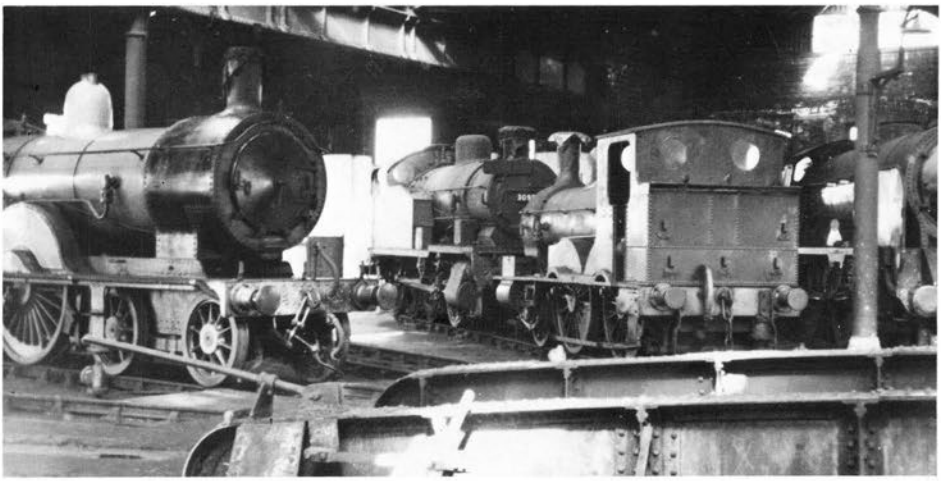
Class A1X 0-6-0T
32640 32650 32677
32646 32661 32678

Class E1 0-6-0T
32694

Total 21

Fratton shed closed in November 1959 and its remaining locos were dispersed to Eastleigh, Norwood Junction, Guildford, Three Bridges and Southampton Docks. The depot later housed some Southern Region locos awaiting preservation.

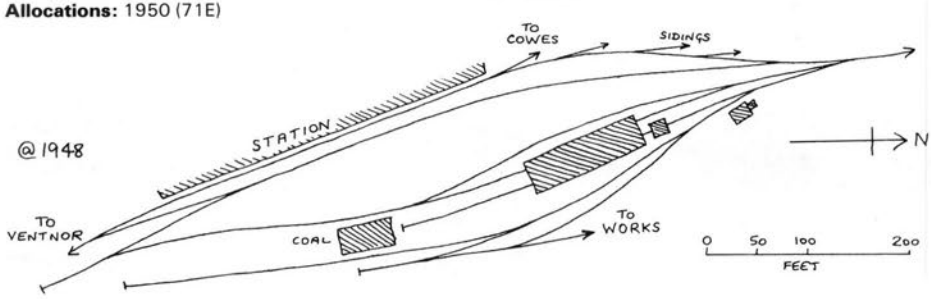
A 1964 view of Fratton interior showing some of the other stored locomotives. T. V. Runnacles



71E NEWPORT IoW

Pre-Grouping Origin: IoW Central Railway
Gazetteer Ref: 4 F3
Closed: 1957
Shed-Codes: 71E (1950 to 1954)
70G (1954 to 1957)
Allocations: 1950 (71E)

Class E1 0-6-0T
W1 *Medina*
W2 *Yarmouth*
W3 *Ryde*
W4 *Wroxall*



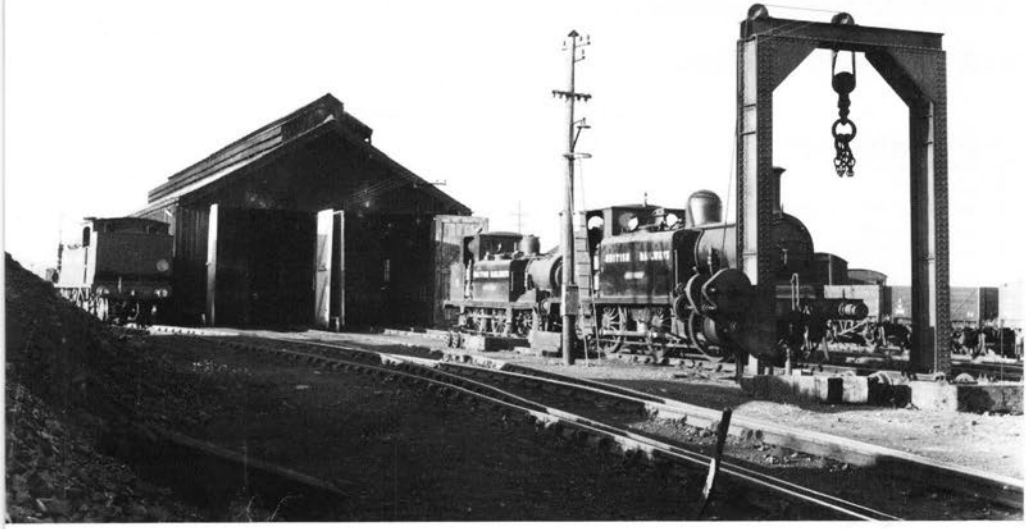
Class O2 0-4-4T
W26 *Whitwell*
W27 *Merstone*
W28 *Ashey*
W29 *Alverstone*
W30 *Shorwell*
W31 *Chale*
W32 *Bonchurch*
W33 *Bembridge*
W34 *Newport*
W35 *Freshwater*
W36 *Carisbrooke*

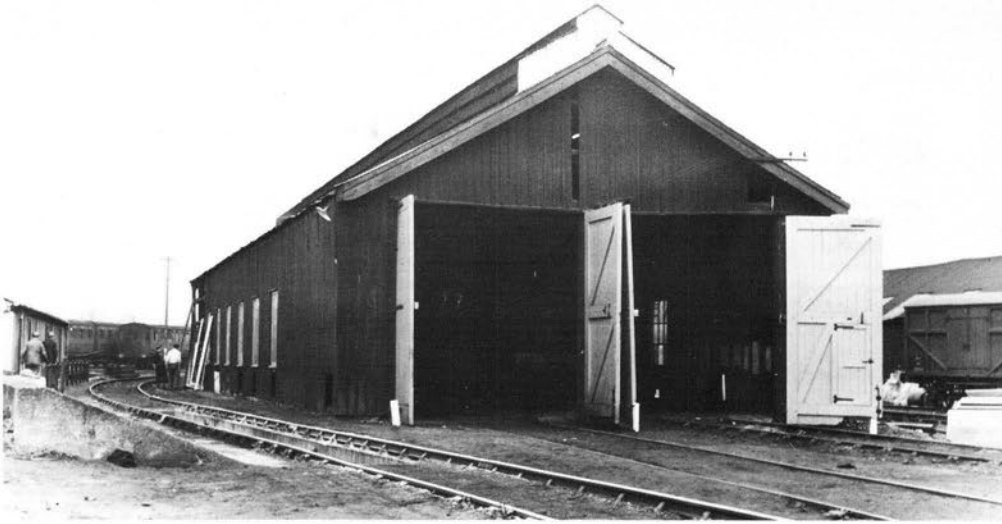
Total 15

Newport closed in November 1957 and the remaining engines transferred to Ryde 71F.

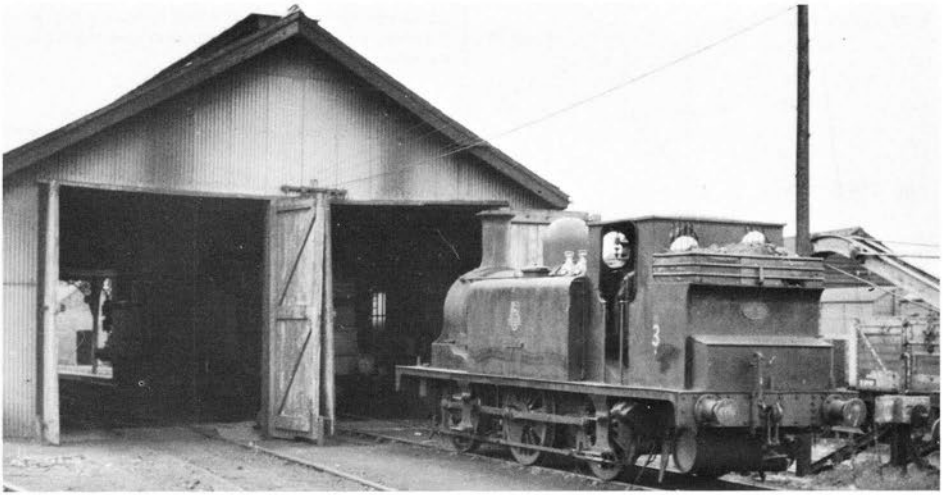
Newport (Isle of Wight) shed in 1939 from the south. The three locos in line are (left to right) Class E1 0-6-0T Nos 4 Wroxall, *2* Yarmouth *and Class O2 0-4-4T No 29* Alverstone. N. E. Preedy

Newport in 1948 with Classes A1X 0-6-0T No 8 Freshwater *and E1 0-6-0T No 2* Yarmouth. *The last two 'Terriers' (Class A1X) on the island were Nos 8* Freshwater *and 13* Carisbrooke *and they returned to the mainland in May 1949.*
LGRP courtesy of David & Charles Ltd.





Newport shed in 1949 Real Photographs



Class E1 0-6-0T No 3 Ryde *outside Newport in 1956.* K. Fairey

71F RYDE IoW

Pre-Grouping Origin: IoW Railway
Gazetteer Ref: 4 F3
Closed: 1967
Shed-Codes: 71F (1950 to 1954)
70H (1954 to 1967)
Allocations: 1950 (71F)

Class 02 0-4-4T
W14 *Fishbourne*
W15 *Cowes*
W16 *Ventnor*
W17 *Seaview*
W18 *Ningwood*
W19 *Osborne*
W20 *Shanklin*
W21 *Sandown*
W22 *Brading*
W23 *Totland*
W24 *Calbourne*
W25 *Godshill*

Total 12

Allocations: 1959 (70H)

Class E1 0-6-0T
W3 *Ryde*
W4 *Wroxall*

Class 02 0-4-4T
W14 *Fishbourne*
W16 *Ventnor*
W17 *Seaview*
W18 *Ningwood*
W20 *Shanklin*
W21 *Sandown*
W22 *Brading*
W24 *Calbourne*
W25 *Godshill*
W26 *Whitwell*
W27 *Merstone*
W28 *Ashey*
W29 *Alverstone*
W30 *Shorwell*
W31 *Chale*
W32 *Bonchurch*
W33 *Bembridge*
W35 *Freshwater*
W36 *Carisbrooke*

Total 21

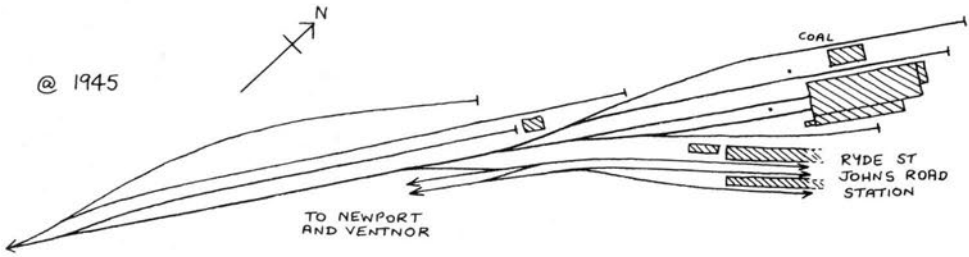
Allocations: 1965 (70H)

Class 02 0-4-4T
W14 *Fishbourne*
W16 *Ventnor*
W17 *Seaview*
W18 *Ningwood*
W20 *Shanklin*
W21 *Sandown*
W22 *Brading*
W24 *Calbourne*
W26 *Whitwell*
W27 *Merstone*
W28 *Ashey*
W29 *Alverstone*
W30 *Shorwell*
W31 *Chale*
W33 *Bembridge*
W35 *Freshwater*

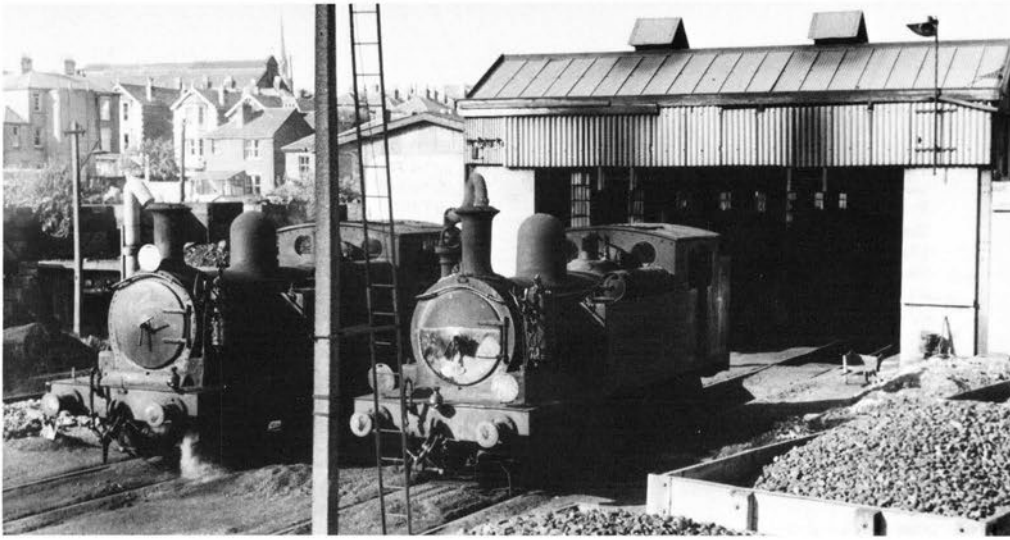
Total 16

Ryde closed in March 1967 when the Island was electrified and the last two locos (Nos W24 and W31) were withdrawn.

The abundance of motive power in the 1959 and 1965 listings over that of 1950 is misleading as in the latter year the Island's loco stud was shared with the Newport depot (see 71E).

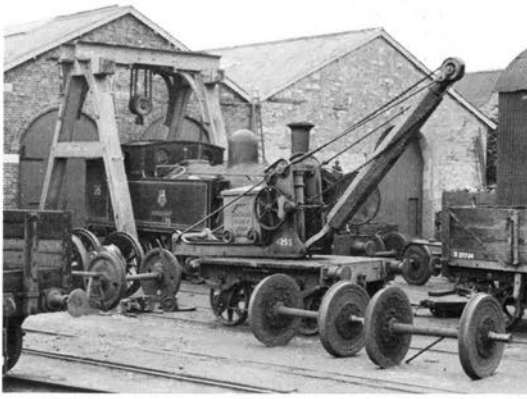


A line up of locos outside Ryde shed in 1959 with '02' class 0-4-4T No 25 Godshill *to the fore.*
Photomatic



A pair of '02' class 0-4-4Ts at rest outside Ryde in 1964. K. Fairey

Ryde works was situated on the eastern side of St Johns Road station and this 1956 view depicts '02' class 0-4-4T No 26 Whitwell *receiving attention under the sheer-legs.* K. Fairey



A superb posed view at Ryde in 1958 with five '02' class 0-4-4Ts on display. Left to right are Nos 30 Shorwell, *22* Brading, *27* Merstone, *29* Alverstone *and 26* Whitwell. P. H. Groom

71G BATH (GREEN PARK)

Pre-Grouping Origin: SDJR/Mid Rly
Gazetteer Ref: 3 A3
Closed: 1966
Shed-Codes: 22C (1948 to 1950)
71G (1950 to 1958)
82F (1958 to 1966)
Allocations: 1950 (71G)

Class 2P 4-4-0
40505 40569 40696 40698
40568 40601 40697 40700

Class 2MT 2-6-2T
41240 41241 41242 41243

Class 4MT 2-6-0
43013 43017 43036

Class 4F 0-6-0
43875 44355 44535 44559
44096 44422 44557 44560
44235 44523 44558 44561

Class 5MT 4-6-0
44826 44830 44839 44945 45440

Sentinel 0-4-0T
47191

Class 3F 0-6-0T
47275 47465 47542
47316 47496 47557

Class 0F 0-4-0T
51202

Class 7F 2-8-0
53800 53803 53806 53809
53801 53804 53807 53810
53802 53805 53808

Total 51

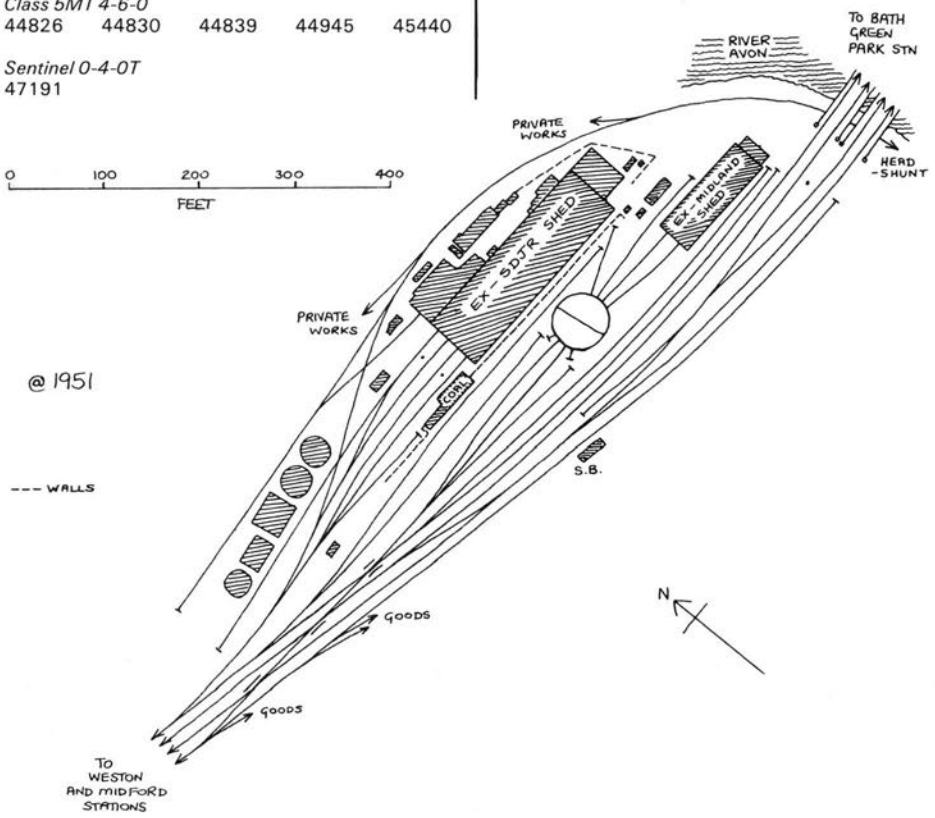
Allocations: 1959 (82F)

Class 57xx 0-6-0PT
3742

Class 2P 4-4-0
40601 40696 40697 40698 40700

Class 2 2-6-2T
41241 41242 41243 41296 41304

Class 3F 0-6-0
43682



The ex-Midland building at Bath Green Park shed in 1960. Locos (left to right) are Class 3 2-6-2T No 82041 (82F), Class 9F 2-10-0 No 92203 (82B). Class 2 2-6-2T No 41242 (82F) and Class 4F 0-6-0 No 44146 (82F). N. E. Preedy

Class 4F 0-6-0

44096	44422	44558	44560	
44146	44523	44559	44561	

Sentinel 0-4-0T

47190	47191

Class 3F 0-6-0T

47275	47316	47465	47496	47557

Class 7F 2-8-0

53800	53803	53806	53809
53801	53804	53807	53810
53802	53805	53808	

Class 1P 0-4-4T

58086

Class 5 4-6-0

73019	73047	73050	73052
73028	73049	73051	

Class 4 4-6-0

75071	75072	75073

Class 3 2-6-2T

82041

Total 50

Allocations: 1965 (82F)

Class 57xx 0-6-0PT

3681	3758

Class 94xx 0-6-0PT

8436	8486

The main (ex-SDJR) building at Bath Green Park in 1950 with Class 7F 2-8-0 locos dominating the metals. N. E. Preedy

Class 7F 2-8-0 No 53803 (82F) lets off steam outside Bath Green Park in 1960. T. Wright

Class 4F 0-6-0
44558

Class 3F 0-6-0T
47276 47506 47544

Class 8F 2-8-0
48309 48444 48525 48660 48737

Class 5MT 4-6-0
73001 73051 75054 73068

Class 3MT 2-6-2T
82004 82041

Total 19

Bath Green Park shed became Western Region property in 1958 and remained so until closure in March 1966 when that region finished with steam. Whilst not of GWR origin, Bath Green Park and its sister shed at Templecombe became the last two coded steam sheds on the Western Region (see 71H also). As a point of interest, Oxford was the last ex-GWR Western Region shed in steam and closed in January 1966.

A very rare view of the three Fowler 4-4-0s built for the SDJR in 1929 by the LMS. Taken at Bath Green Park in 1929, it depicts the locos with their original numbers, (left to right) 45, 44 and 46. They became LMS Nos 634, 633 and 635 in 1930 and subsequently 40634, 40633 and 40635 upon nationalisation, being withdrawn in 1962, 1959 and 1961 respectively. H. C. Casserley

71H TEMPLECOMBE

Pre-Grouping Origin: SDJR
Gazetteer Ref: 3 D3
Closed: 1966
Shed-Codes: 22D (1948 to 1950)
71H (1950 to 1958)
82G (1958 to 1963)
83G (1963 to 1966)
Allocations: 1950 (71H)

Class G6 0-6-0T
30274 30277

Class 2P 4-4-0
40509 40563 40564 40634

Class 3P 4-4-0
40741

Class 3F 0-6-0
43194 43218 43248 43593
43216 43228 43356

Class 4F 0-6-0
44102 44146 44417

Total 17

Allocations: 1959 (82G)

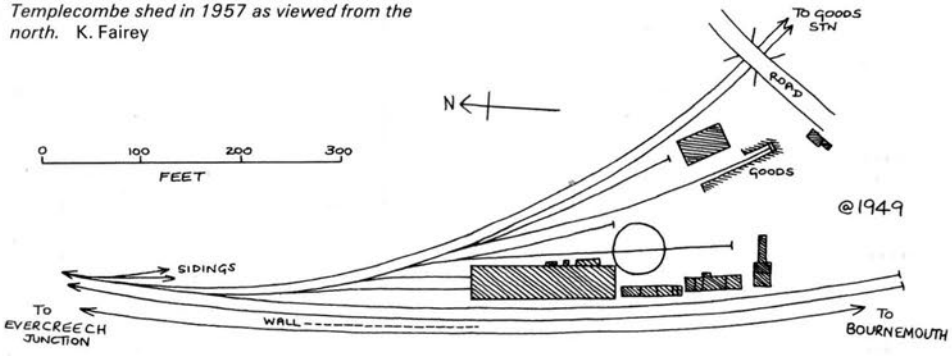
Class 57xx 0-6-0PT
9651

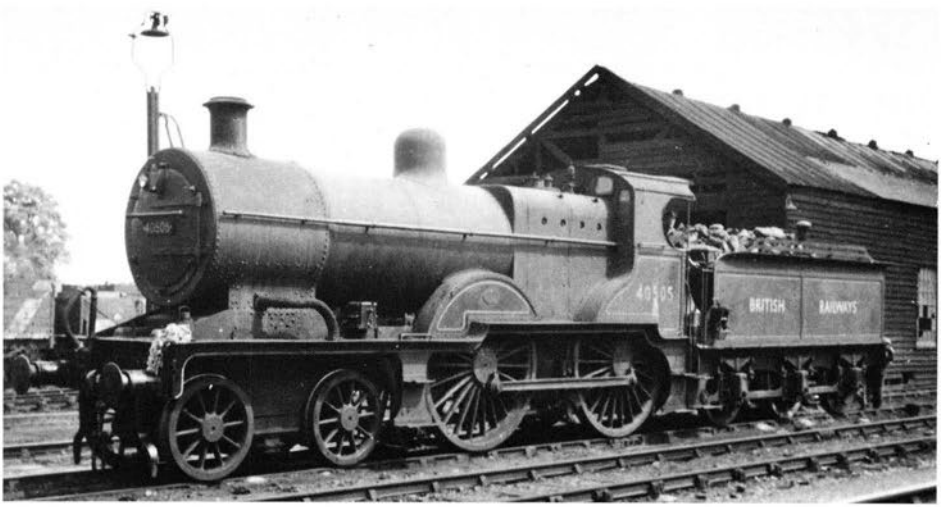
Class 2P 4-4-0
40563 40564 40569 40634

Class 2 2-6-2T
41248

Class 3F 0-6-0
43194 43218 43427
43216 43248 43436

Templecombe shed in 1957 as viewed from the north. K. Fairey





Class 4F 0-6-0
44102 44135 44417 44557

Class 3F 0-6-0T
47542

Class 3 2-6-2T
82039

Total 18

Allocations: 1965 (83G)

Class 2251 0-6-0
3201 3205 3218

Class 57xx 0-6-0PT
4631

Looking north from the rear of Templecombe shed in 1958 with Class 4F 0-6-0 No 44559 (82F) left and '3F' 0-6-0 No 43216 (82G) on the opposite side of the turntable. W. Potter

Class 2P 4-4-0 No 40505 (71G) in early BR livery outside the original wooden shed at Templecombe in 1950. This building was replaced by the brick structure a year later. K. Fairey

Class 2MT 2-6-2T
41208 41214 41243 41296

Class 4MT 4-6-0
75072 75073

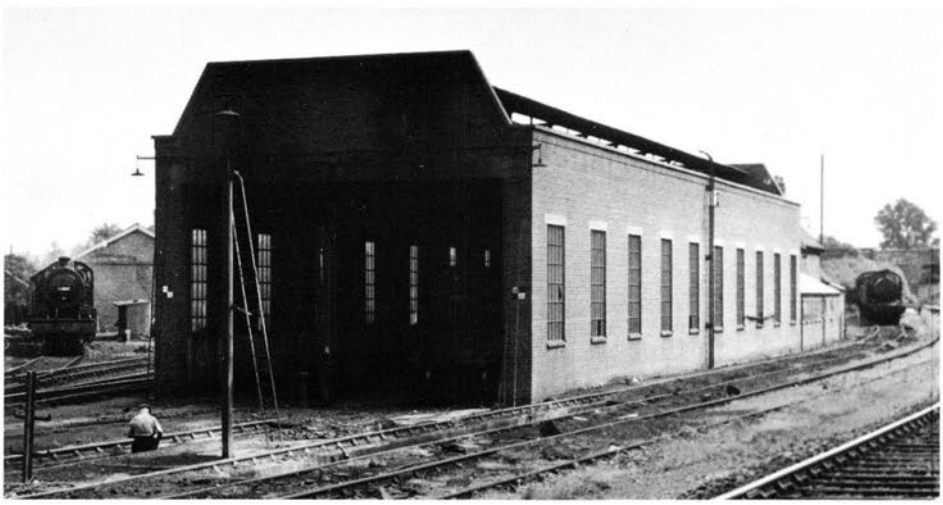
Class 4MT 2-6-4T
80043 80059 80067

Total 13

The closure of the ex-SDJR line in March 1966 rendered the shed at Templecombe redundant and all its locos went to scrap (see 71G notes).

As the shed-codes infer, Templecombe was controlled by the Western Region from 1958.

The wooden shed at Templecombe was replaced by a brick structure in 1951.



A close-up study of the rebuilt Templecombe in 1961. K. Fairey

71I SOUTHAMPTON DOCKS

Pre-Grouping Origin: LSWR
Gazetteer Ref: 4 E4
Closed: 1967
Shed-Codes: 71I (1950 to 1963)
70I (1963 to 1966)
Allocations: 1950 (71I)

Class USA 0-6-0T

30061	30064	30067	30070	30073
30062	30065	30068	30071	30074
30063	30066	30069	30072	

Class E1 0-6-0T

32156	32606

Total 16

Allocations: 1959 (71I)

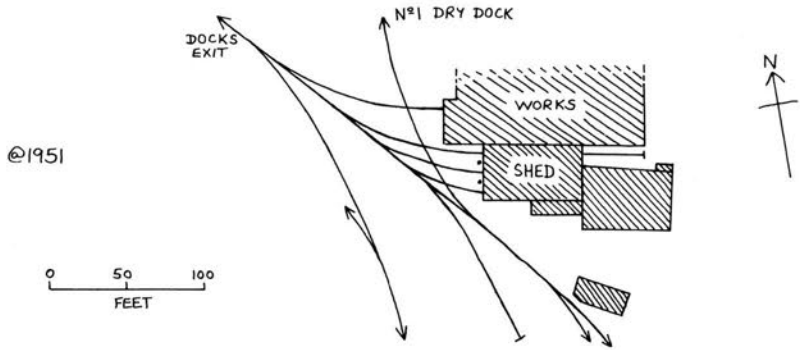
Class USA 0-6-0T

30061	30064	30067	30070	30073
30062	30065	30068	30071	30074
30063	30066	30069	30072	

Class E2 0-6-0T

32101	32108	32109

Southampton Docks shed from the west in 1949 clearly showing the solitary through lane. W. Potter



Class E1 0-6-0T
32151 32689

Total 19

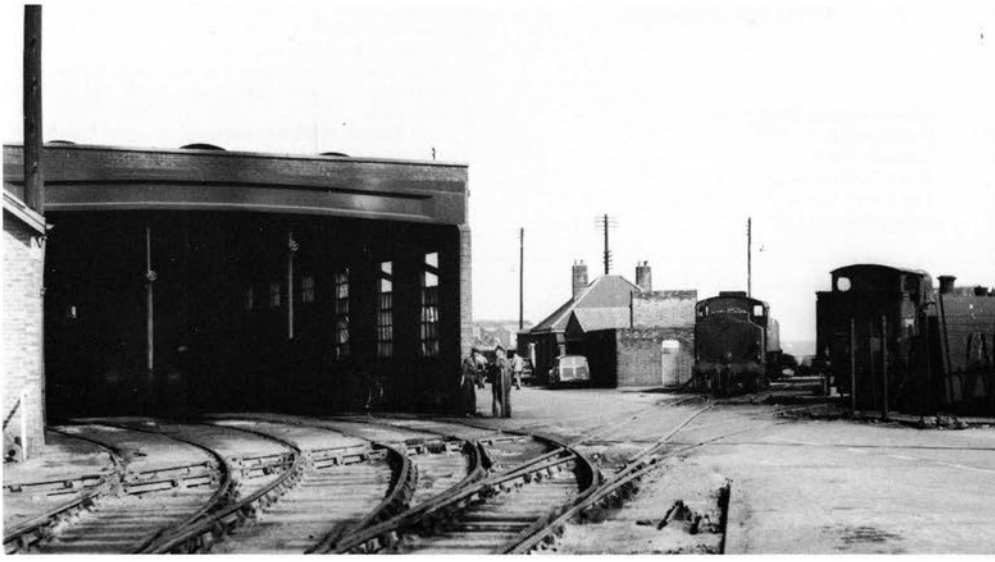
Southampton Docks shed lost its steam allocation to Eastleigh 71A in June 1963 when the last few USA tanks were replaced by diesel shunters. Before the arrival of the USA 0-6-0Ts the most prominent class at the docks were the diminutive Class B4 0-4-0T engines.

Steam continued to use the depot right up to the end of steam power on the Southern Region in July 1967 with locos supplied by Eastleigh. Thus, the Docks became a sub-shed of this depot insofar as steam was concerned. Diesel shunters continued to be allocated in their own right until the official closure of Southampton Docks shed in January 1966, when Eastleigh became the parent depot for both forms of traction.

Often referred to as 'Old Docks' because of the stabling points at New Docks and Southampton Terminus, the shed became known as 'Eastern Docks' from 1965.

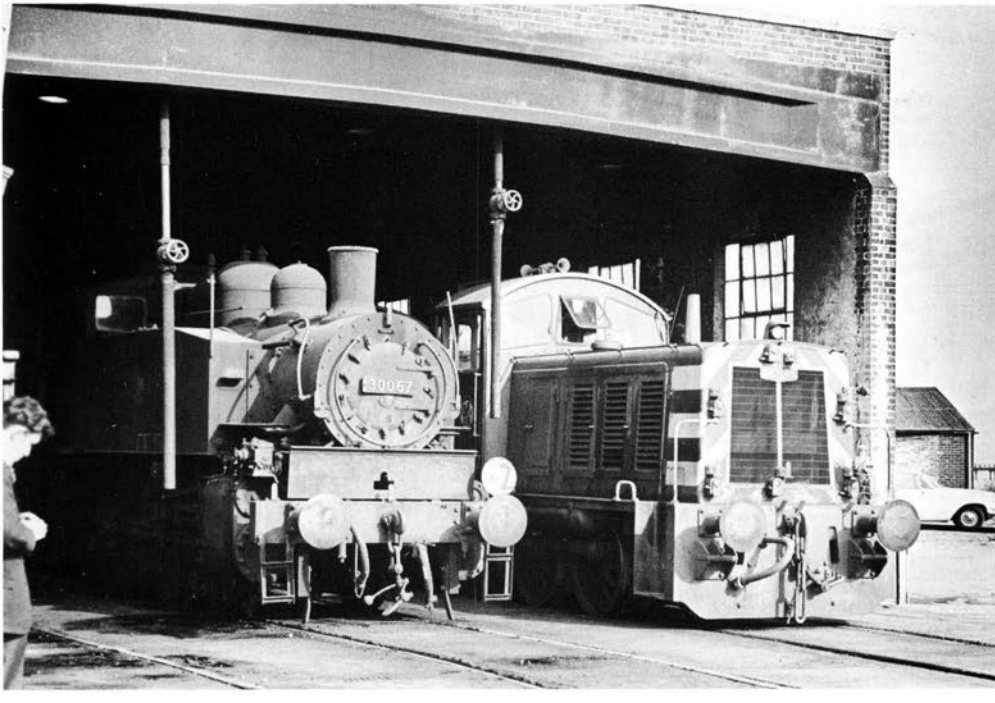
The depot was recoded 70I in September 1963 and the shed roof was renewed in 1955.

Class USA 0-6-0Ts are very much in evidence in this 1953 view of Southampton. The roof shown was replaced in 1955. Real Photographs



This 1960 view of Southampton depicts the shed yard on the right hand side with the rear of Class E2 0-6-0T No 32107 (71J) just visible. Note the tight curves leading into the shed and the rebuilt roof. W. Potter

Southampton Docks in August 1966, seven months after 'official' closure with 'USA' class 0-6-0T No 30067 (70D) and an 0-6-0 diesel shunter. During this period the depot was worked as a sub-shed of Eastleigh 70D (see shed notes). B. J. Ashworth



71J HIGHBRIDGE

Pre-Grouping Origin: SDJR
Gazetteer Ref: 3 B1
Closed: 1966
Shed Codes: 22E (1948 to 1950)
71J (1950 to 1958)
Allocations: 1950 (71J)

Class 3F 0-6-0
43204 43419 43792

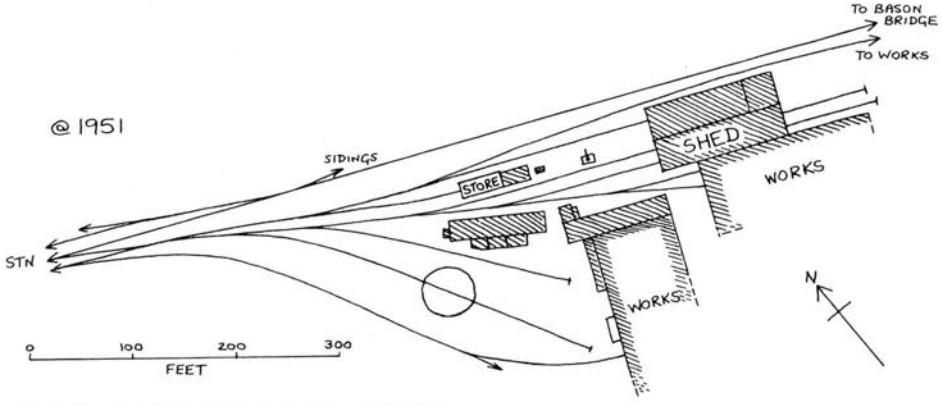
Class 1P 0-4-4T
58046 58047 58086 58088

Total 7

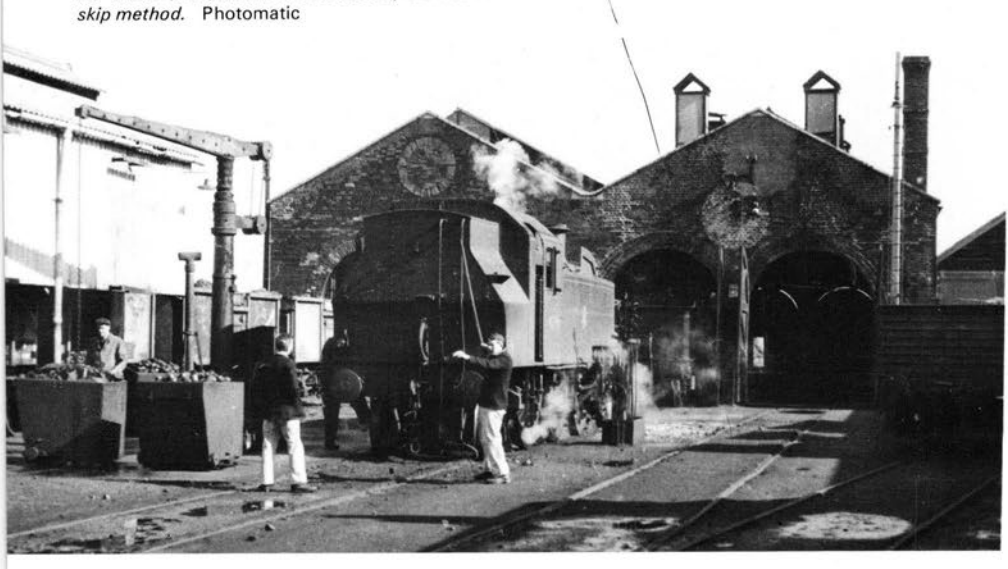
At the outset of Highbridge's association with the Southern Region in early 1950 it was ranked as a sub-shed to Templecombe 71H. By the end of the same year it had regained independent status in the form of 71J with the above listed locos as its allocation.

In March 1958 the depot once again found itself without a separate identity as it became sub-shed to 82F Bath Green Park (Highbridge's ex-SDJR sister sheds, Bath Green Park and Templecombe, had become Western Region territory in the previous month).

Although reported closed in May 1959, the shed became a sub-shed to Templecombe 82G (83G from 1963) and usually stabled two locos overnight. The shed building was in a sorry state by 1964, but the depot managed to retain its facilities right up to the end of the SDJR line in March 1966.



Highbridge shed in April 1959 with Class 2 2-6-2T No 41296 (82F) about to be coaled by the hoist and skip method. Photomatic



The approaches to Highbridge shed and works as viewed from the west in 1959. Photomatic

Highbridge in July 1960 with Class 3F 0-6-0 No 43194 (82G) seeking attention. During this period the depot was worked as a sub-shed to Templecombe 82G (see shed notes). T. Wright

72A EXMOUTH JUNCTION

Pre-Grouping Origin: LSWR
Gazetteer Ref: 2 B3
Closed: 1965
Shed-Codes: 72A (1950 to 1963)
83D (1963 to 1965)*
Allocations: 1950 (72A)

Class M7 0-4-4T

30024	30046	30133	30256	30377
30025	30049	30245	30320	30668
30030	30055	30252	30323	30669
30034	30105	30253	30374	30671
30039	30124	30255	30376	

Class 02 4-4-4T

30192	30199	30230
30193	30224	30232

Class T9 4-4-0

30283	30703	30707	30716	30723
30702	30706	30715	30717	

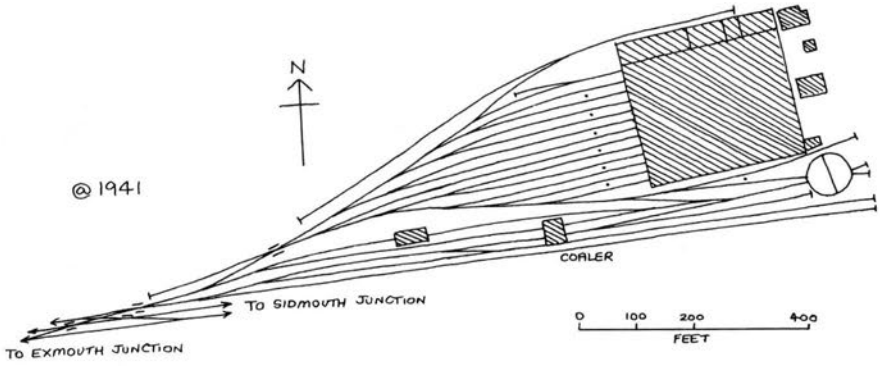
Class L11 4-4-0

30408	30409

'King Arthur' 4-6-0
30455 *Sir Launcelot*
30457 *Sir Bedivere*

Class 0395 0-6-0

30564	30581



Exmouth Junction shed in 1957 with Classes S15 4-6-0, 'Battle of Britain' and 'West Country' 4-6-2s prominent. R. C. Riley

Class 0415 4-4-2T

30582	30583	30484

Class S15 4-6-0

30823	30825	30842	30844	30846
30824	30841	30843	30845	30847

Class Z 0-8-0T

30954

Class N 2-6-0

31407	31832	31838	31847	31874
31408	31833	31839	31853	31875
31829	31834	31840	31855	
31830	31835	31841	31856	
31831	31837	31845	31869	

Class E1R 0-6-2T

32124	32135	32695	32697

'West Country' 4-6-2

34001 *Exeter*
34002 *Salisbury*
34003 *Plymouth*
34004 *Yeovil*
34005 *Barnstaple*
34006 *Bude*
34007 *Wadebridge*
34008 *Padstow*
34009 *Lyme Regis*
34010 *Sidmouth*
34014 *Budleigh Salterton*
34015 *Exmouth*
34016 *Bodmin*
34017 *Ilfracombe*
34018 *Axminster*
34019 *Bideford*
34020 *Seaton*
34024 *Tamar Valley*
34025 *Rough Tor*
34026 *Yes Tor*
34027 *Taw Valley*
34028 *Eddystone*
34029 *Lundy*
34030 *Watersmeet*
34031 *Torrington*
34044 *Woolacombe*
34045 *Ottery St Mary*
34046 *Braunton*
34047 *Callington*
34048 *Crediton*

An early BR view of Exmouth Junction shed and coaler seven months after nationalisation.
W. Potter

'Merchant Navy' 4-6-2
35001 *Channel Packet*
35002 *Union Castle*
35003 *Royal Mail*
35004 *Cunard White Star*
35021 *New Zealand Line*
35022 *Holland-America Line*
35023 *Holland-Afrika Line*
35024 *East Asiatic Company*

Total 123

Allocations: 1959 (72A)

Class M7 0-4-4T

30021	30025	30045	30667	30670
30023	30027	30323	30668	30676
30024	30044	30374	30669	

Class 02 0-4-4T

30182	30199	30232

Class 700 0-6-0

30317	30327	30691

Class 0415 4-4-2T

30582	30583	30584

Class T9 4-4-0

30702	30711	30717
30709	30715	30726

Class S15 4-6-0

30841	30843	30845
30842	30844	30846

Class Z 0-8-0T

30950	30953	30955	30956	30957

Class U 2-6-0

31790	31791

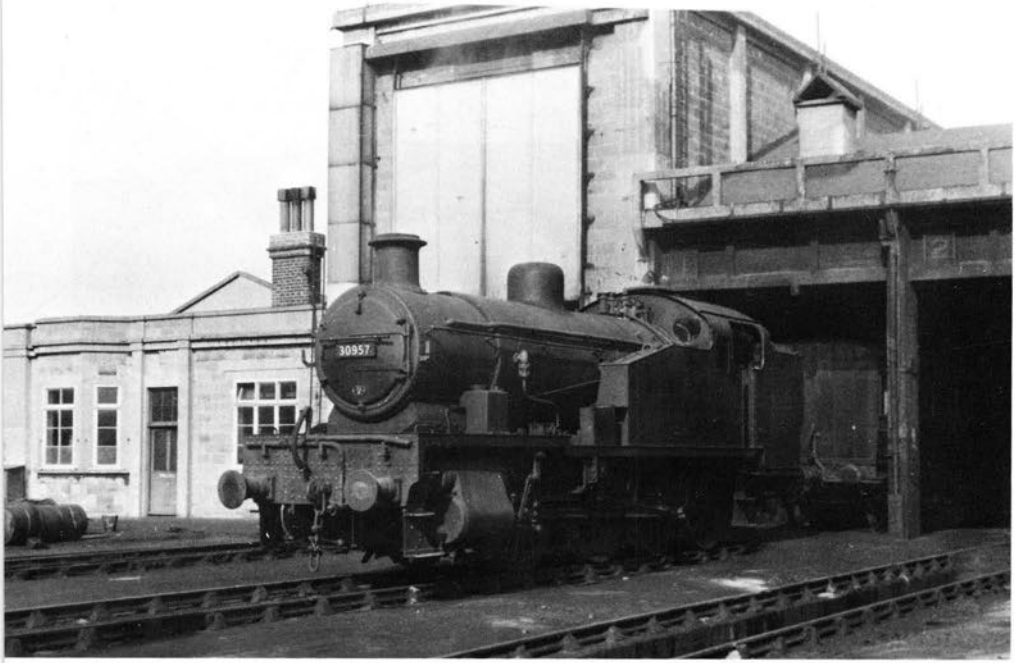
Class N 2-6-0

31830	31834	31838	31842	31846
31831	31835	31839	31843	31847
31832	31836	31840	31844	31849
31833	31837	31841	31845	

Class E1R 0-6-2T
32697

'West Country' 4-6-2
34002 *Salisbury*
34011 *Tavistock*
34015 *Exmouth*
34023 *Blackmore Vale*
34024 *Tamar Valley*
34030 *Watersmeet*
34032 *Camelford*
34033 *Chard*
34034 *Honiton*
34035 *Shaftesbury*
34036 *Westward Ho*
34038 *Lynton*
34096 *Trevone*
34104 *Bere Alston*
34106 *Lydford*
34108 *Wincanton*

In this 1963 view of Exmouth (as 83D) Class 64xx 0-6-0PT No 6412 (83D) can be seen on the left.
J. L. Stevenson



Class Z 0-8-0T No 30957 (72A) at rest at Exmouth Junction in 1959. This was one of five of the class allocated to the shed at this time. K. Fairey

'Battle of Britain' 4-6-2
34056 *Croydon*
34057 *Biggin Hill*
34058 *Sir Frederick Pile*
34060 *25 Squadron*
34061 *73 Squadron*
34062 *17 Squadron*
34063 *229 Squadron*
34069 *Hawkinge*
34072 *257 Squadron*
34074 *46 Squadron*
34075 *264 Squadron*
34076 *41 Squadron*
34079 *141 Squadron*
34080 *74 Squadron*
34081 *92 Squadron*
34109 *Sir Trafford Leigh-Mallory*
34110 *66 Squadron*

'Merchant Navy' 4-6-2
35003 *Royal Mail*
35008 *Orient Line*
35009 *Shaw Savill*
35011 *General Steam Navigation*
35013 *Blue Funnel*
35023 *Holland-Afrika Line*
35026 *Lamport & Holt Line*

Class 2 2-6-2T

41306	41307	41318

Class 3 2-6-2T

82010	82013	82018	82022	82024
82011	82017	82019	82023	82025

Total 115

Allocations: 1965 (83D)

Class 57xx 0-6-0PT

4655	4666	4694	9647

Class 2MT 2-6-2T

41206	41223	41291	41317
41216	41249	41307	41321

Class 4MT 4-6-0

75008	75022	75025

Class 4MT 2-6-4T

80037	80041	80064

Class 3MT 2-6-2T

82030	82039	82040	82042	82044

Total 23

*Exmouth Junction shed became part of the Western Region in December 1962 but the shed-code was not given official status until September 1963.

The depot closed in May 1965 and the locos went to Templecombe 83G, Gloucester 85B, Worcester 85A and Bristol Barrow Road 82E.

72B SALISBURY

Pre-Grouping Origin: LSWR
Gazetteer Ref: 4 C5
Closed: 1967
Shed-Codes: 72B (1950 to 1962)
70E (1962 to 1967)
Allocations: 1950 (72B)

Class M7 0-4-4T

30023	30041	30127	30243	30675

Class T9 4-4-0

30122	30289	30709	30724	30727
30288	30301	30719	30725	30730

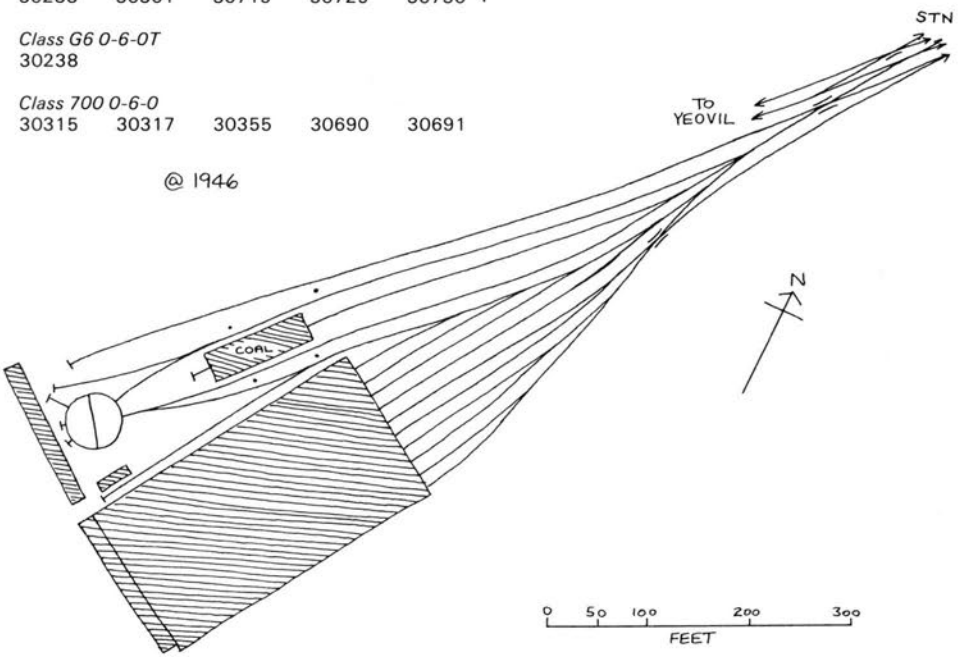
Class G6 0-6-0T
30238

Class 700 0-6-0

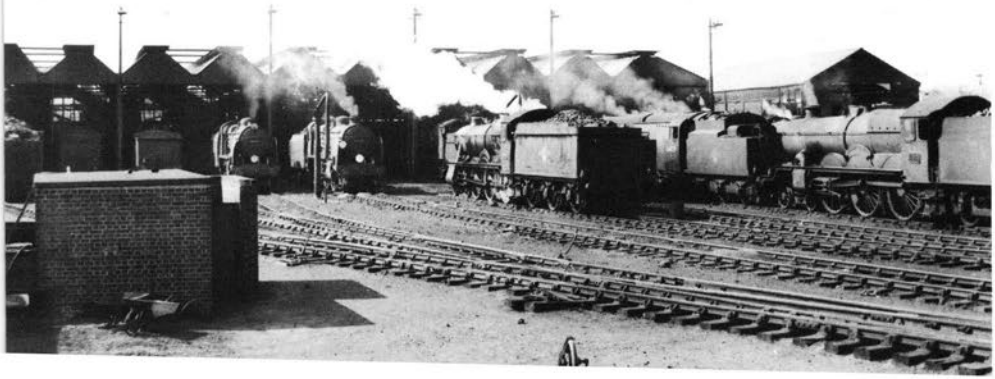
30315	30317	30355	30690	30691

Class L12 4-4-0
30421

'King Arthur' 4-6-0
30448 *Sir Tristram*
30449 *Sir Torre*
30450 *Sir Kay*
30452 *Sir Meliagrance*
30453 *King Arthur*
30454 *Queen Guinevere*
30739 *King Leodegrance*
30744 *Maid of Astolat*
30748 *Vivien*
30753 *Melisande*



Salisbury MPD in 1959 with unidentified 'Hall' and 'Castle' class 4-6-0s visiting. W. Potter



Looking south-west to the Salisbury coaler in 1965 with Class 4MT 4-6-0 No 75077 (70D) alongside. W. Potter

Class 0395 0-6-0
30577

Class S15 4-6-0
30826 30828 30830 30832
30827 30829 30831

Class Z 0-8-0T
30957

Class U 2-6-0
31612 31618 31626

Class N 2-6-0
31836 31846 31872 31873

'West Country' 4-6-2
34022 *Exmoor*
34023 *Blackmoor Vale*
34032 *Camelford*
34042 *Dorchester*
34043 *Combe Martin*

An overall view of Salisbury shed in 1958 with Southern, Great Western and BR Standard types represented. I. Peters

'Merchant Navy' 4-6-2
35006 *Peninsular & Oriental SN Co*
35007 *Aberdeen Commonwealth*
35008 *Orient Line*
35009 *Shaw Savill*

Total 57

Allocations: 1959 (72B)

Class G6 0-6-0T
30266

Class T9 4-4-0
30301 30313 30729

Class 700 0-6-0
30309 30315 30692

Class H15 4-6-0
30331 30335

'King Arthur' 4-6-0
30448 *Sir Tristram*
30449 *Sir Torre*
30450 *Sir Kay*
30451 *Sir Lamorak*
30452 *Sir Meliagrance*
30453 *King Arthur*

Class M7 0-4-4T
30673 30674

'West Country' class 4-6-2 No 34013 Okehampton *(70E) outside Salisbury in 1966. The depot's Pacific classes were reported as being the cleanest in the South Western Division about this time.* K. Fairey

Class S15 4-6-0

30823	30826	30829	30832
30824	30827	30830	30847
30825	30828	30831	

Class Z 0-8-0T
30954

Class N 2-6-0
31813 31814

'Battle of Britain' 4-6-2
34049 *Anti-Aircraft Command*
34050 *Royal Observer Corps*
34051 *Winston Churchill*
34052 *Lord Dowding*
34053 *Sir Keith Park*
34054 *Lord Beaverbrook*
34055 *Fighter Pilot*
34059 *Sir Archibald Sinclair*

'Merchant Navy' 4-6-2
35004 *Cunard White Star*
35006 *Pensinsular & Oriental SN Co*
35007 *Aberdeen Commonwealth*

Class 4 2-6-0

76005	76006	76007	76008	76009

Total 47

Allocations: 1965 (70E)

'West Country' 4-6-2
34005 *Barnstaple*
34006 *Bude*
34007 *Wadebridge*
34012 *Launceston*
34013 *Okehampton*
34015 *Exmouth*
34026 *Yes Tor*
34032 *Camelford*
34048 *Crediton*
34100 *Appledore*
34108 *Wincanton*

'Battle of Britain' 4-6-2
34051 *Winston Churchill*
34052 *Lord Dowding*
34056 *Croydon*
34057 *Biggin Hill*
34059 *Sir Archibald Sinclair*
34063 *229 Squadron*
34066 *Spitfire*
34089 *602 Squadron*

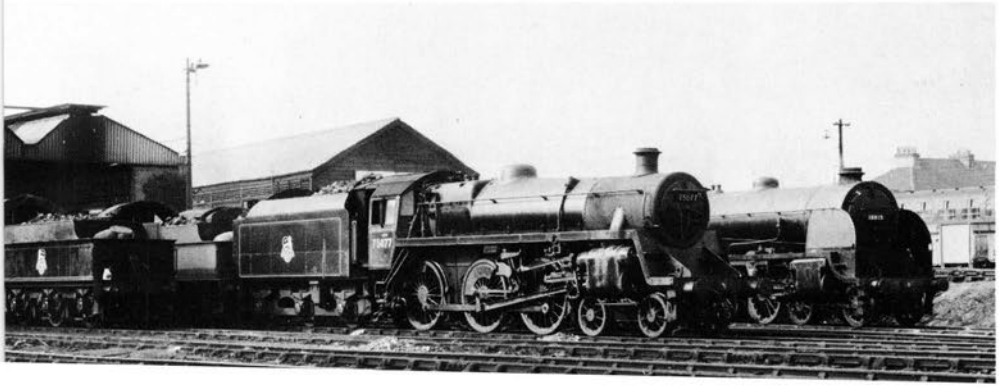
Class 4MT 2-6-0

76005	76007	76008	76017	76067

Total 24

Closing in July 1967, Salisbury was one of the last seven steam sheds on the Southern Region. The remaining locos went for scrap.

The Western Region had a sub-shed at Salisbury (82D sub) situated nearby North of the running lines. Its closure in November 1950 resulted in the regular appearance of WR stock at the ex-LSWR depot.



72C YEOVIL TOWN

Pre-Grouping Origin: LSWR
Gazetteer Ref: 3E2
Closed: 1965
Shed-Codes: 72C (1950 to 1963)
83E (1963 to 1965)*
Allocations: 1950 (72C)

Class M7 0-4-4T
30058 30129

Class T9 4-4-0
30117 30337 30704 30714

Class L11 4-4-0
30134 30407 30412

Class K10 4-4-0
30389

Class U 2-6-0
31634 31636 31790 31791 31792
Total 15

Allocations: 1959 (72C)

Class 57xx 0-6-0PT
3671 4656 9732
3733 8745 9764

Class 45xx 2-6-2T
5548 5563

Class M7 0-4-4T
30129 30131

Class U 2-6-0
31610 31613 31623 31626 31633
Total 15

Allocations: 1965 (83E)

Class 57xx 0-6-0PT
9670 9754

Class 2MT 2-6-2T
41283 41290

Class 5MT 4-6-0
73166

Class 4MT 4-6-0
75000 75003 75005

Class 4MT 2-6-4T
80039

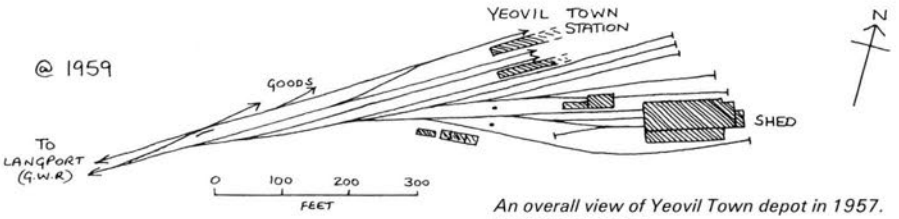
Class 3MT 2-6-2T
82035

Total 10

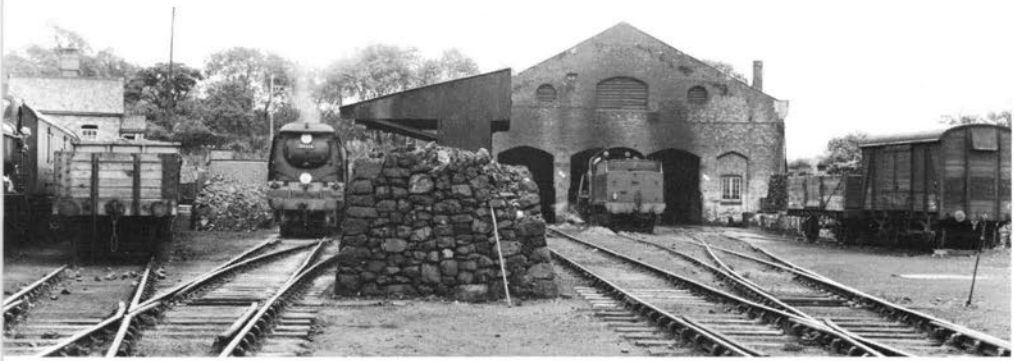
The closure of the ex-GWR shed at Yeovil Pen Mill (71H — previously 82E) in January 1959 brought ex-GWR types allocated to Yeovil Town as the lists indicate.

*The depot became part of the Western Region in December 1962 but the shed-code was not given official status until September 1963.

Yeovil Town shed closed in June 1965 and its remaining engines were sent to 83G Templecombe, 85A Worcester and 81F Oxford.



An overall view of Yeovil Town depot in 1957.
Real Photographs



Yeovil Town in 1958 depicting 'King Arthur' class 4-6-0 No 30452 Sir Meliagrance *(72B) on the left hand side.* N. E. Preedy

A busy scene at Yeovil Town in 1957 with 'U' class 2-6-0 No 31790 (72C) facing the camera.
H. D. Bowtell

Yeovil Town shed in 1947 as viewed from a nearby field. The station is just visible on the left.
LGRP courtesy of David & Charles Ltd

72D PLYMOUTH FRIARY

Pre-Grouping Origin: LSWR
Gazetteer Ref: 1 D5
Closed: 1963
Shed-Codes: 72D (1950 to 1958)
83H (1958 to 1963)
Allocations: 1950 (72D)

Class T1 0-4-4T
30007

Class M7 0-4-4T
30035 30037 30107 30356 30375

Class B4 0-4-0T
30084 30088 30094
30102 *Granville*

Class O2 0-4-4T
30182 30183 30207 30216 30236

Class 757 0-6-2T
30757 *Earl of Mount Edgcumbe*
30758 *Lord St Levan*

Class N 2-6-0
31871

Class E1R 0-6-2T
32094

'West Country' 4-6-2
34011 *Tavistock*
34012 *Launceston*
34013 *Okehampton*
34021 *Dartmoor*

Total 23

Looking west to Plymouth Friary shed from the coaling ramp in 1958. The depot became Western Region territory in this year using the code 83H. Depicted are two of the shed's 'M7' class 0-4-4T locos Nos 30035 and 30034 (both bearing 83H plates). N. E. Preedy

An overall view of Plymouth Friary from the turntable in 1958. 'B4' class 0-4-0T No 30089 of the shed can be seen on the right sandwiched between two coaches. N. E. Preedy

Four named locos at the west end of Plymouth Friary in 1955. left to right are 'Battle of Britain' 4-6-2 No 34069 Hawkinge *(72A) '757' 0-6-2T Nos 30758* Lord St Levan, *and 30757* Earl of Mount Edgcumbe *(both 72D) and 'West Country' 4-6-2 No 34004* Yeovil *(72A). The two '757' class locos were a class in their own right and were withdrawn a few years later.* N. E. Preedy

'West Country' class 4-6-2 No 34011 Tavistock *(72D) rests outside the west entrance of Friary shed in 1949.* Real Photographs

Allocations: 1959 (83H)

Class M7 0-4-4T
30034 30035 30036

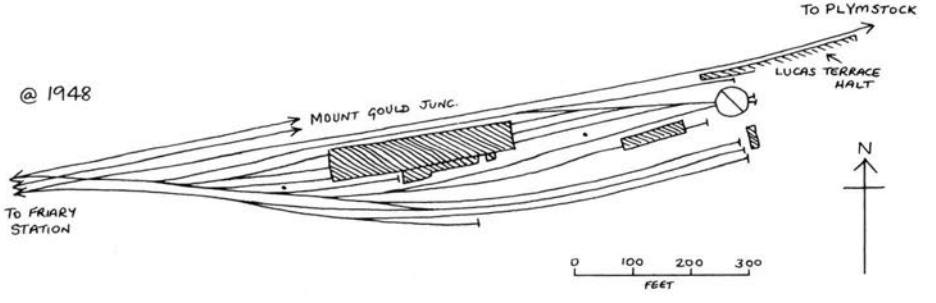
Class 02 0-4-4T
30183 30192 30193 30225

Class 2 2-6-2T
41302 41315 41316 41317

Total 11

Friary shed became Western Region territory in February 1958 as the shed-codes infer.

The depot closed in May 1963 and the four remaining locos (41302, 41315/6/7) transferred to Plymouth Laira 83D.



72E BARNSTAPLE JUNCTION

Pre-Grouping Origin: LSWR
Gazetteer Ref: 7 F3
Closed: 1964
Shed-Codes: 72E (1950 to 1963)
83F (1963 to 1964)*
Allocations: 1950 (72E)

Class M7 0-4-4T
30036 30044 30250 30670
30042 30247 30321

Class N 2-6-0
31842

Class E1R 0-6-2T
32095 32096 32608 32610 32696
Total 13

Allocations: 1959 (72E)

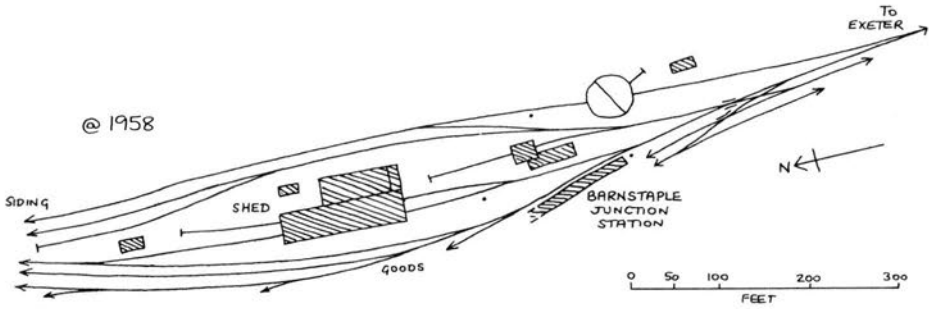
Class M7 0-4-4T
30247 30253 30255 30671
30251 30254 30256

Class 2 2-6-2T
41294 41295 41297 41298 41314
Total 12

*Barnstaple Junction came under Western Region control in December 1962 but the shed-code was not given official status until September 1963.

The shed closed in September 1964 and the remaining engines went to Exmouth Junction 83D and Templecombe 83G.

Barnstaple shed with a dilapidated roof in the year before closure. The loco facing is 'Battle of Britain' class 4-6-2 No 34065 Hurricane *(72A).*
J. L. Stevenson



The intact Barnstaple in 1957 with Class 2 2-6-2T No 41294 (72E). The view is that which was obtained from the nearby station platform. K. Fairey

Barnstaple shed yard and coaling stage in 1952 as viewed from the south. The loco on the right is 'M7' class 0-4-4T No 30253 (72E). Real Photographs

72F WADEBRIDGE

Pre-Grouping Origin: LSWR
Gazetteer Ref: 1 C2
Closed: 1964
Shed-Codes: 72F (1950 to 1963)
84E (1963 to 1964)*
Allocations: 1950 (72F)

Class 02 0-4-4T
30200 30203

Class 0298 2-4-0WT
30585 30586 30587

Total 5

Allocations: 1959 (72F)

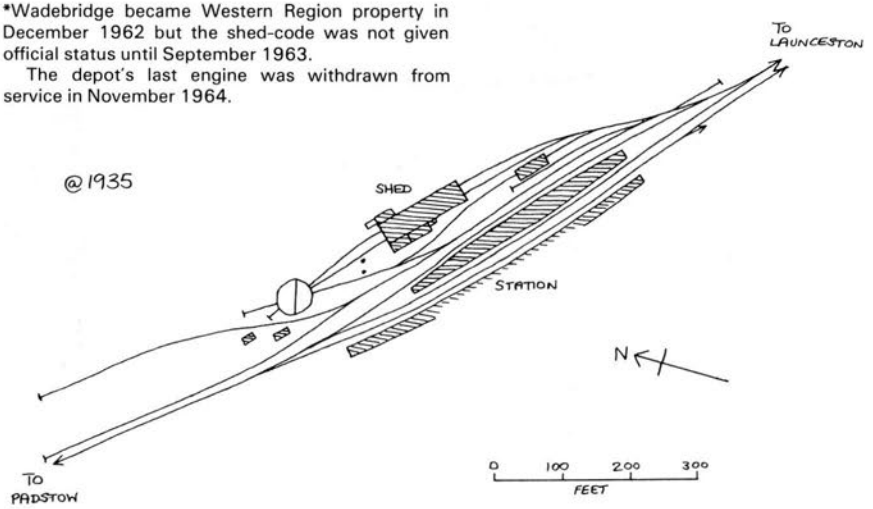
Class 02 0-4-4T
30200 30236

Class 0298 2-4-0WT
30585 30586 30587

Total 5

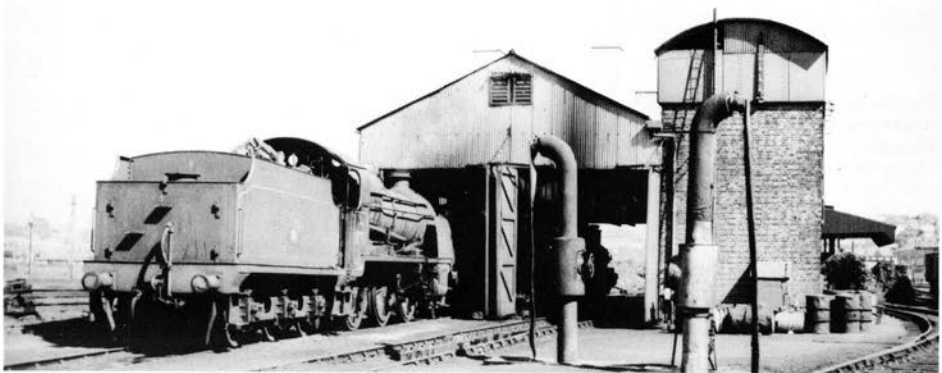
*Wadebridge became Western Region property in December 1962 but the shed-code was not given official status until September 1963.

The depot's last engine was withdrawn from service in November 1964.



An overall view of Wadebridge shed and station from the turntable in 1963. J. L. Stevenson

Class U 2-6-0 No 31791 (72C) at the north-western end of Wadebridge in 1959. N. E. Preedy



Wadebridge shed in 1949 depicting Class T9 4-4-0 No 723 (BR 30723) still in Southern livery.
Real Photographs

The south-eastern end of Wadebridge yard with its full complement of Class 0298 2-4-0 well tanks in front of the coaler in 1962. Left to right are Nos 30587, 30586 and 30585. R. C. Riley

73A STEWARTS LANE

Pre-Grouping Origin: SECR
Gazetteer Ref: 39 E4
Closed: 1963
Shed-Codes: 73A (1950 to 1962)
75D (1962 to 1963)
Allocations: 1950 (73A)

Class 756 0-6-0T
30756 *A. S. Harris*

'King Arthur' 4-6-0
30763 *Sir Bors de Ganis*
30764 *Sir Gawain*
30766 *Sir Geraint*
30774 *Sir Gaheris*
30775 *Sir Agravaine*
30776 *Sir Galagars*
30778 *Sir Pelleas*
30786 *Sir Lionel*
30793 *Sir Ontzlake*
30796 *Sir Dodinas le Savage*

Class H 0-4-4T

31005	31261	31295	31321
31177	31263	31307	31329
31184	31266	31311	

An elevated view of Stewarts Lane looking west from one of the overhead lines that sandwiched the depot. The year is 1959 and the two segments of roofing nearest the coaler are being replaced. R. C. Riley

Class E1 4-4-0

31019	31067	31165	31504	31506

Class D1 4-4-0

31145	31487	31743	31749

Class C 0-6-0

31234	31578	31683	31717	31722
31575	31582	31714	31718	
31576	31681	31716	31719	

Class N 2-6-0

31409	31413	31812	31816
31410	31414	31813	31817
31411	31810	31814	31818
31412	31811	31815	31859

Class P 0-6-0T

31555

Class U 2-6-0

31623	31793	31803

Class R 0-4-4T

31660

Class R1 0-4-4T

31706

Class L 4-4-0

31762	31764	31767

Class U1 2-6-0

31903	31905	31907	31909
31904	31906	31908	31910

Class W 2-6-4T

31912	31914	31915

Class E2 0-6-0T

32100	32102	32104	32106
32101	32103	32105	32107

A south-westerly view of Stewarts Lane five months after nationalisation in 1948. W. Potter

Class E1 0-6-0T
32128

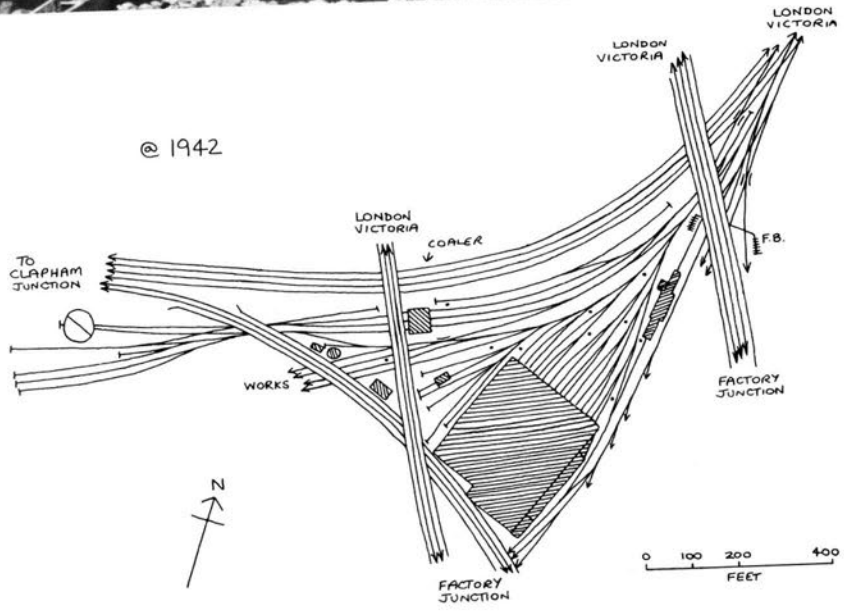
'West Country' 4-6-2
34033 *Chard*
34034 *Honiton*
34035 *Shaftesbury*
34091 *Weymouth*
34092 *City of Wells*
34101 *Hartland*
34102 *Lapford*
34103 *Calstock*
34104 *Bere Alston*

'Battle of Britain' 4-6-2
34066 *Spitfire*
34067 *Tangmere*
34068 *Kenley*
34069 *Hawkinge*
34070 *Manston*
34071 *601 Squadron*
34076 *41 Squadron*
34083 *605 Squadron*
34084 *253 Squadron*
34085 *501 Squadron*

'Merchant Navy' 4-6-2
35025 *Brocklebank Line*
35026 *Lamport & Holt Line*
35027 *Port Line*
35028 *Clan Line*

Total 112

A solitary Class W 2-6-4T No 31919 (75C) stands guard at Stewarts Lane in 1961 two years before closure. J. Oatway



Stewarts Lane shed in 1931 when it was known as 'Longhedge'. At large sheds the increased volumes of smoke made good photography difficult as this view shows. The shed building (far left) is little more than a silhouette as a result. H. C. Casserley

Allocations: 1959 (73A)

'King Arthur' 4-6-0
30767 *Sir Valence*
30768 *Sir Balin*
30769 *Sir Balan*
30793 *Sir Ontzlake*
30795 *Sir Dinadan*
30802 *Sir Durnore*
30803 *Sir Harry le Fise Lake*

'Schools' 4-4-0
30908 *Westminster*
30909 *St Paul's*
30915 *Brighton*
30937 *Epsom*
30938 *St Olave's*
30939 *Leatherhead*

Class E1 4-4-0
31019 31067

Class O1 0-6-0
31048 31370

Class D1 4-4-0
31145 31545 31743 31749

Class H 0-4-4T
31261 31265 31550 31551 31552

Class C 0-6-0
31317 31578 31583 31719
31575 31581 31584 31724

Class N 2-6-0
31408 31410 31412 31414 31811
31409 31411 31413 31810 31812

Class P 0-6-0T
31558

Class U1 2-6-0
31894 31897 31904 31906
31895 31898 31905 31907

Class W 2-6-4T
31914 31915 31921

Class E2 0-6-0T
32100 32102 32103 32106

Class C2 0-6-0
32543 32547

'Battle of Britain' 4-6-2
34066 *Spitfire*
34067 *Tangmere*
34068 *Kenley*
34077 *603 Squadron*
34085 *501 Squadron*
34086 *219 Squadron*
34087 *145 Squadron*
34088 *213 Squadron*
34089 *602 Squadron*

'West Country' 4-6-2
34091 *Weymouth*
34092 *City of Wells*
34100 *Appledore*
34101 *Hartland*

'Merchant Navy' 4-6-2
35001 *Channel Packet*
35015 *Rotterdam Lloyd*
35028 *Clan Line*

Class 2 2-6-2T
41290 41291 41292

Class 4 2-6-4T
42087 42088 42089 42090 42091

Class 5 4-6-0
73041 73080 73082 73084 73086
73042 73081 73083 73085

Class 4 4-6-0
75074

Total 96

Stewarts Lane shed was recoded 75D in June 1962 and survived in this form until closure in September 1963. The remaining engines were transferred to 75A Brighton and 75C Norwood Junction.

Prior to 1933 the shed was called 'Longhedge' but 'Battersea' was also in common usage.

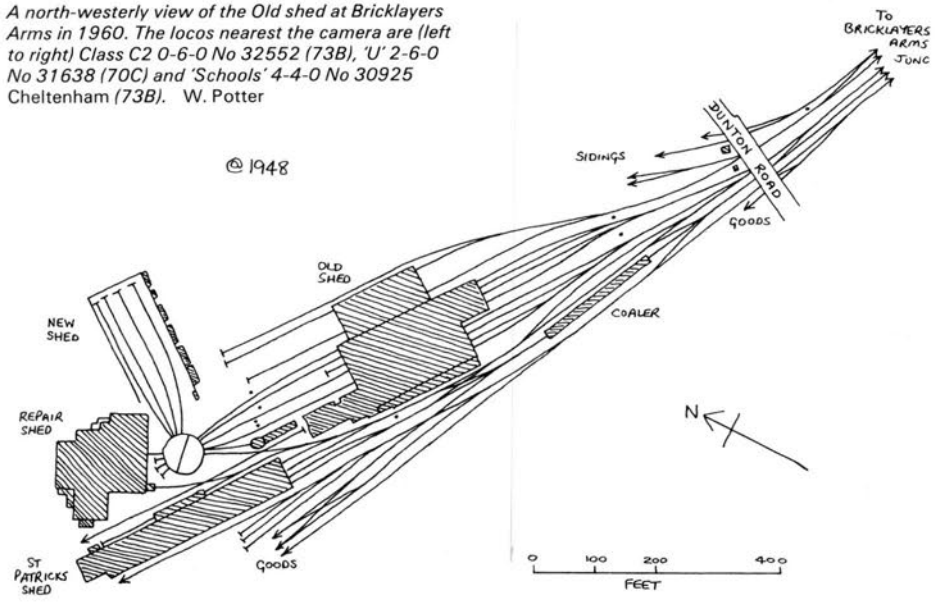
73B BRICKLAYERS ARMS

Pre-Grouping Origin: SECR
Gazetteer Ref: 40 D4
Closed: 1962
Shed-Code: 73B (1950 to 1962)
Allocations: 1950

'King Arthur' 4-6-0
30794 *Sir Ector de Maris*
30795 *Sir Dinadan*
30798 *Sir Hectimere*
30799 *Sir Ironside*

'Schools' 4-4-0
30908 *Westminster*
30919 *Harrow*
30920 *Rugby*
30921 *Shrewsbury*
30922 *Marlborough*
30923 *Bradfield*
30928 *Stowe*
30929 *Malvern*
30930 *Radley*
30931 *King's Wimbledon*
30932 *Blundells*
30933 *King's Canterbury*
30934 *St Lawrence*
30936 *Cranleigh*
30937 *Epsom*
30938 *St Olave's*
30939 *Leatherhead*

A north-westerly view of the Old shed at Bricklayers Arms in 1960. The locos nearest the camera are (left to right) Class C2 0-6-0 No 32552 (73B), 'U' 2-6-0 No 31638 (70C) and 'Schools' 4-4-0 No 30925 Cheltenham *(73B).* W. Potter



Looking south-east to the Old shed at Bricklayers Arms from the turntable in 1959 with a line of six-coupled classes on view. N. E. Preedy

Class C 0-6-0

31033	31102	31280	31297	31687
31068	31227	31293	31508	31723
31071	31253	31294	31584	31725

Class E 4-4-0

31036	31175	31273	31315	31547
31166	31176	31275	31491	

Class O1 0-6-0

31044	31064	31066	31395

Class E1 4-4-0

31160	31179	31497	31507	31511

Class H 0-4-4T

31162	31324	31533	31544
31278	31326	31541	31546
31309	31500	31542	

Class D 4-4-0

31488	31490	31591	31746

Class L1 4-4-0

31758	31782	31784	31786	31788
31759	31783	31785	31787	31789

Class N 2-6-0

31824	31825	31826	31827

Class U1 2-6-0

31901	31902

Class I1X 4-4-2T

32008	32596	32602

Class B4 4-4-0

32050	32056	32070

Class E1 0-6-0T

32113	32151

Class E3 0-6-2T

32165	32168	32453	32459	32461
32166	32170	32458	32460	32462

Class E6 0-6-2T

32408	32410	32412	32413	32415

Class C2 0-6-0

32442	32448	32525	32551
32446	32524	32549	32554

Class E4 0-6-2T

32463	32469	32474	32499	32565
32467	32472	32481	32564	

'West Country' class 4-6-2 No 34014 Budleigh Salterton *(73B) peers outside Bricklayers Arms in 1961.* T. Wright

Class E5 0-6-2T
32585 32587 32590

Class WD 2-8-0
90164 90226 90375 90552
90194 90234 90408 90558
90216 90254 90533 90564

Total 140

Allocations: 1959

'King Arthur' 4-6-0
30799 *Sir Ironside*
30800 *Sir Meleaus de Lile*

'Schools' 4-4-0
30924 *Haileybury*
30925 *Cheltenham*
30926 *Repton*
30927 *Clifton*
30928 *Stowe*
30929 *Malvern*
30930 *Radley*
30931 *King's Wimbledon*
30932 *Blundells*
30933 *King's Canterbury*
30934 *St Lawrence*
30935 *Sevenoaks*
30936 *Cranleigh*

Class C 0-6-0
31068 31086 31267 31480
31071 31102 31293 31717

Class D1 4-4-0
31247 31735 31739 31741

Class H 0-4-4T
31305 31306 31533 31540 31553

Class E1 4-4-0
31497 31507

Another view of the south-east end of Bricklayers Arms with Class N 2-6-0 No 31866 (75B) to the fore. J. Bentley Collection

Class L1 4-4-0
31783 31784

Class N 2-6-0
31823 31826 31829 31870 31873
31824 31827 31851 31871 31874
31825 31828 31853 31872 31875

Class U1 2-6-0
31890 31899 31901
31891 31900 31902

Class E2 0-6-0T
32104 32105 32107

Class E6 0-6-2T
32408 32410 32415 32417 32418

Class E4 0-6-2T
32471 32473 32557 32565
32472 32474 32564

Class C2 0-6-0
32525 32539 32552 32554
32538 32551 32553

'West Country' 4-6-2
34001 *Exeter*
34003 *Plymouth*
34004 *Yeovil*
34005 *Barnstaple*
34012 *Launceston*
34013 *Okehampton*
34014 *Budleigh Salterton*

Class 2 2-6-2T
41299 41300 41301 41303

Class 4 -2-6-4T
42080 42081 42082 42086

Total 94

Bricklayers Arms shed dealt mostly with freight turns situated as it was amid the extensive Bricklayers Arms Goods Yard.

Upon closure in June 1962 the remaining engines were transferred to Stewarts Lane 75D, Norwood Junction 75C and Brighton 75A.

73C HITHER GREEN

Origin: Southern Railway (1933)
Gazetteer Ref: 40 E3
Closed: 1961
Shed-Code: 73C (1950 to 1961)
Allocations: 1950

'King Arthur' 4-6-0
30800 *Sir Meleaus de Lile*

Class C 0-6-0

31018	31061	31270	31581	31695
31054	31150	31480	31689	31720
31059	31245	31486	31694	

Class E 4-4-0
31159

Class 01 0-6-0

31248	31258	31391	31432

Class U 2-6-0

31616	31617	31639

Class D 4-4-0
31732

Class N1 2-6-0

31822	31877	31879
31876	31878	31880

Class W 2-6-4T

31911	31921	31923	31925
31913	31922	31924	

Class WD 2-8-0

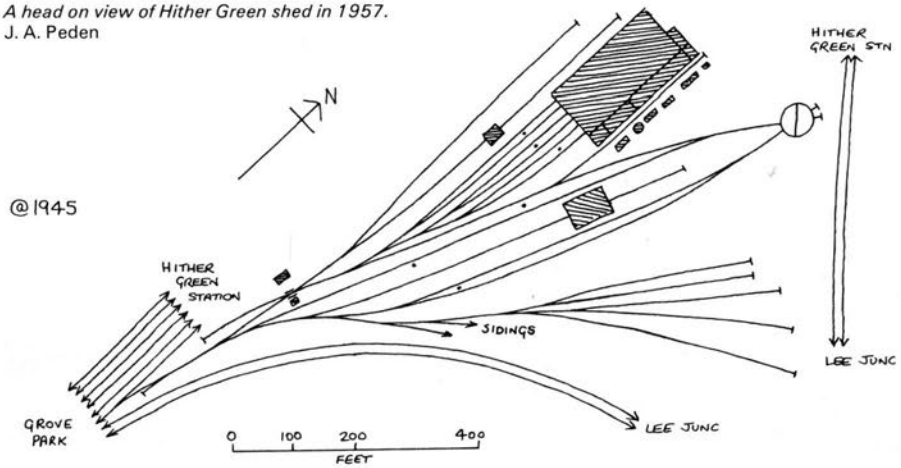
90107	90213	90390	90669	90702
90127	90267	90556	90671	90718
90142	90389	90566	90678	

Total 51

Allocations: 1959

'King Arthur' 4-6-0
30796 *Sir Dodinas le Savage*
30806 *Sir Galleron*

A head on view of Hither Green shed in 1957.
J. A. Peden



Class C 0-6-0

31033	31287	31688	31692	31721
31054	31498	31689	31693	31725
31061	31573	31690	31694	
31253	31686	31691	31695	

Class N1 2-6-0

31822	31877	31879	
31876	31878	31880	

Class N 2-6-0

31855	31857	31859	31861
31856	31858	31860	

An overall view of Hither Green shed a few months before closure in 1961 with diesel power well established. K. Fairey

Two of Hither Green's Class C 0-6-0s Nos 31268 and 31721 are in the foreground of this 1960 view of the depot. N. E. Preedy

Class W 2-6-4T

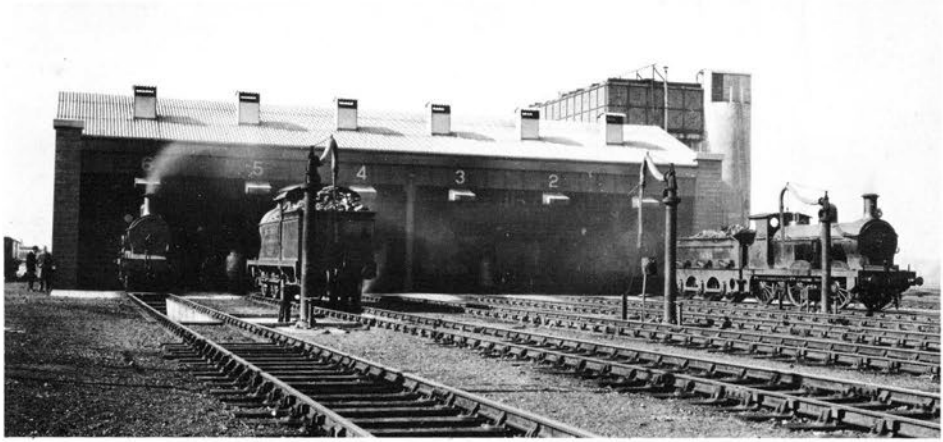
31911	31913	31922	31924
31912	31916	31923	31925

Class Q1 0-6-0

33014	33037	33039	33040

Total 45

Hither Green lost the bulk of its allocation in May 1961, but the last three locos (31686/89/90) went to Ashford 73F and Bricklayers Arms 73B at closure in October the same year.



Hither Green when new in 1933. Ian Allan Library

73D GILLINGHAM

Pre-Grouping Origin: SECR
Gazetteer Ref: 6 B5
Closed: 1960
Shed-Code: 73D (1950 to 1959)
Allocations: 1950

Class Z 0-8-0T
30951

Class C 0-6-0

31086	31225	31317	31583	31693
31090	31255	31498	31585	31712
31112	31256	31510	31588	31713
31221	31267	31573	31682	31724
31223	31287	31579	31688	

Class D 4-4-0

31092	31729

Class H 0-4-4T
31308

Class D1 4-4-0

31492	31494

Class E 4-4-0
31516

Class R 0-4-4T

31658	31662	31665
31659	31663	31666

Class R1 0-4-4T
31697

Total 38

Allocations: 1959

Class C 0-6-0

31037	31229	31510	31682	31720
31112	31297	31576	31683	
31227	31495	31579	31684	

Class H 0-4-4T

31161	31322	31518
31308	31512	31548

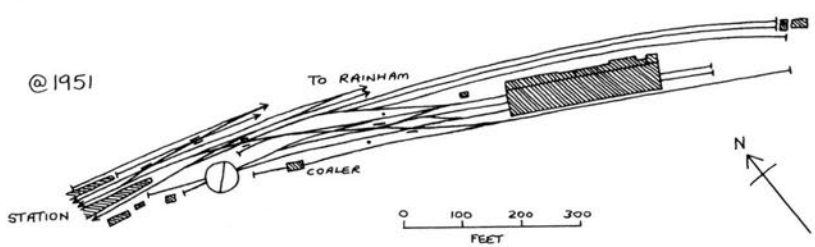
Class L1 4-4-0

31785	31786	31787

Class N 2-6-0

31815	31816

Total 24



The north-western end of Gillingham shed in 1958. R. C. Riley

This 1958 view of the south-eastern end of Gillingham shows track alterations in progress with Class L1 4-4-0 No 31786 (73D) as overseer. R. C. Riley

Gillingham lost its allocation in May 1959 to the following depots: Nine Elms 70A, Brighton 75A, Dover 73H and Hither Green 73C. From this date it became a sub-shed to Ashford 73F yet curiously operated with locos from Tonbridge 73J.

The depot finally closed in June 1960.

The coaling stage at Gillingham in the month the depot lost its allocation, May 1959. Locos left to right are Classes L1 4-4-0 No 31786 (73D), 'C' 0-6-0 No 31297 (73D) and 'L' 4-4-0 No 31779 (73G). The two former locos transferred to Nine Elms 70A. R. C. Riley

Class L 4-4-0 No 31780 (74B) and 'C' Class 0-6-0 No 31229 (73D) outside the north-western end of Gillingham in 1955. D. T. Rowe

73E FAVERSHAM

Pre-Grouping Origin: SECR
Gazetteer Ref: 6 C3
Closed: 1959
Shed-Codes: 73E (1950 to 1959)
Allocations: 1950

Class E 4-4-0
31157

Class C 0-6-0
31229 31268 31495 31692
31242 31481 31691 31715

Class O1 0-6-0
31369

Class D1 4-4-0
31489 31505 31739
31502 31727 31741

Class D 4-4-0
31501 31586 31734

Class U 2-6-0
31631 31638 31806 31808

Class R 0-4-4T
31661 31674

Class R1 0-4-4T
31696 31698 31705

Class N 2-6-0
31850 31854 31868

Total 31

Allocations: 1959

Class C 0-6-0
31242 31256 31298 31714
31255 31268 31481 31715

Class D1 4-4-0
31494 31505 31509

Faversham in 1957 with Class 2 2-6-2T No 41313 (73E) and 'Schools' 4-4-0 No 30930 Radley *(73B) facing.* Photomatic

Class H 0-4-4T
31503

Class L 4-4-0
31765 31766 31768

Class N 2-6-0
31850 31852

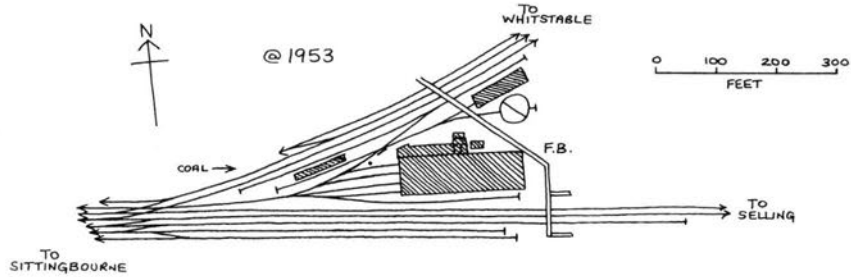
Class U1 2-6-0
31892 31893 31903

Class 2 2-6-2T
41308 41310 41312
41309 41311 41313

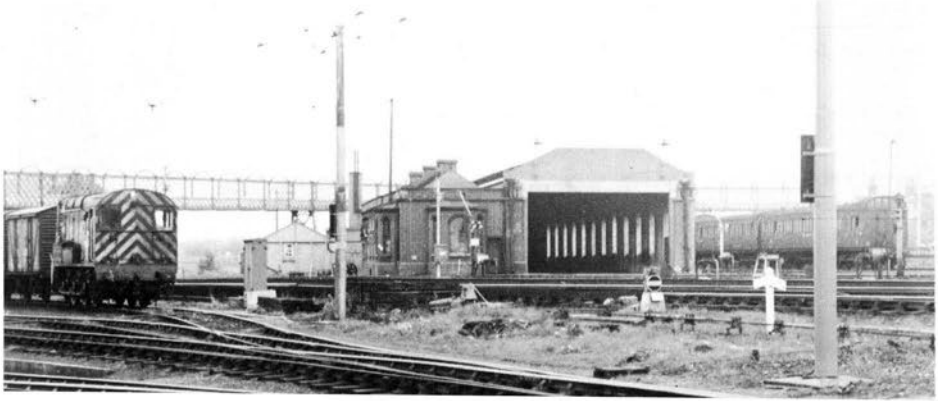
Total 26

A variety of Southern classes outside Faversham in 1934. The original structure is on the right and was reroofed a year later whilst the left hand building survived in this form until the early 1950s when it too was refurbished. H. C. Casserley

Faversham shed closed in June 1959 and the locos were dispersed to no fewer than seven depots: Nine Elms 70A, Ashford 73F, Dover 73H, Feltham 70B, Exmouth Junction 72A, Stewarts Lane 73A and Tonbridge 73J.



Looking south-east to the remains of Faversham in 1963, four years after closure. M. S. Houlgrave



74A ASHFORD

Origin: Southern Railway (1931)
Gazetteer Ref: 6 D3
Closed: 1963
Shed-Codes: 74A (1950 to 1958)
73F (1958 to 1963)
Allocations: 1950 (74A)

Class B4 0-4-0T
30096 *Normandy*

'King Arthur' 4-6-0
30797 *Sir Blamor de Ganis*
30801 *Sir Meliot de Logres*
30802 *Sir Durnore*
30803 *Sir Harry le Fise Lake*
30804 *Sir Cador of Cornwall*
30805 *Sir Constantine*

Class Z 0-8-0T
30953

Class R1 0-6-0T
31010 31069 31339

Class O1 0-6-0
31041 31370 31379

Class H 0-4-4T
31158 31239 31274 31322
31161 31269 31305 31520

Class C 0-6-0
31218 31271 31572 31711
31260 31513 31589 31721

Class N 2-6-0
31400 31402 31404 31406 31861
31401 31403 31405 31860

Class D 4-4-0
31477 31574 31577 31748

Class E 4-4-0
31514

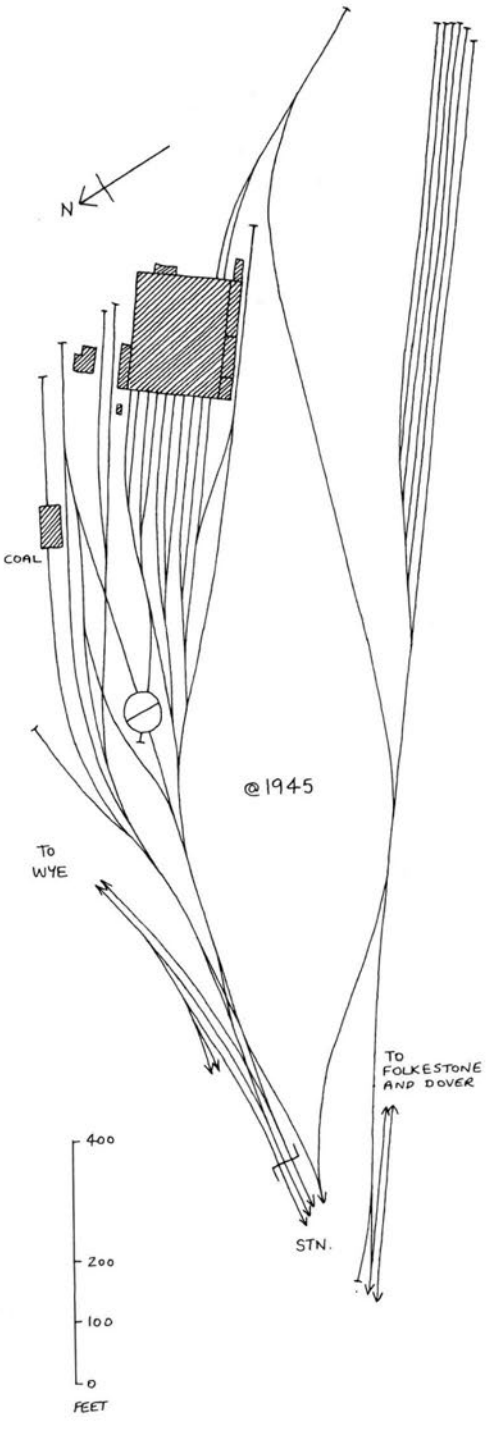
Class J 0-6-4T
31595 31596 31597 31598

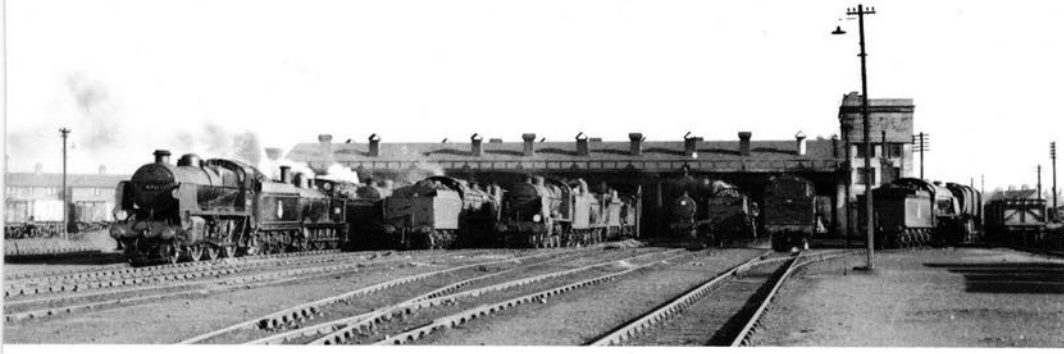
Class S 0-6-0ST
31685

Class R1 0-4-4T
31710

Class D1 4-4-0
31736

Class L 4-4-0
31763 31771 31773 31775
31770 31772 31774





A south-easterly view of Ashford shed in 1952 with many different classes on display. B. K. B. Green

Class A1X 0-6-0T
32640 32644 32659 32670 32678
Total 63

Allocations: 1959 (73F)

Class Z 0-8-0T
30951 30952

Class H 0-4-4T
31005 31276 31319 31520
31263 31307 31519 31522

Class C 0-6-0
31218 31219 31221 31223 21589

Class D1 4-4-0
31246 31727

Class N 2-6-0
31400 31402 31404 31406 31848
31401 31403 31405 31407 31854

Class D1 4-4-0 No 31745 (74D) still bearing Southern markings stands near the coaler at Ashford in 1949. Real Photographs

Ashford shed during a visit by members of the RCTS in March 1962, 18 months before closure with diesels dominating the metals. K. Fairey

Class L1 4-4-0

31756	31757	31758	31759	31782

Class A1X 0-6-0T

32636

Class 4 2-6-4T

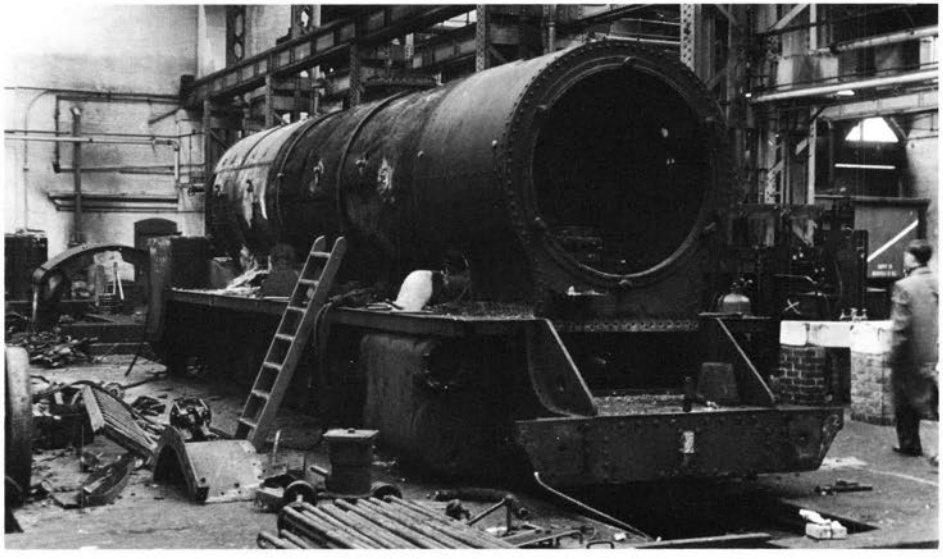
42096	42097	42098	42099	42100

Class 2 2-6-2T

84020	84021	84022	84023	84024
				Total 43

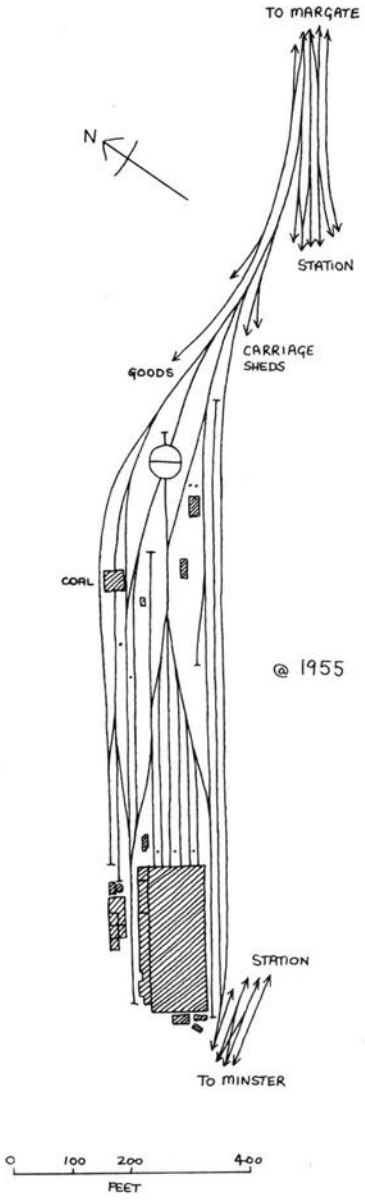
Ashford shed was recoded 73F in October 1958 and survived in this form until October 1963 when the depot closed to steam. The only remaining locos were three 'C' class engines which Ashford Works utilised for shunting purposes. The bulk of the allocation departed in mid-1962 for Exmouth Junction 72A, Stewarts Lane 75D and Three Bridges 75E.

Ashford Works was quite near the shed and part of its function was the scrapping of withdrawn locos. Here we see 'Schools' class 4-4-0 No 30909 St Paul's *(withdrawn from 70C in February 1962) partly cut up in March 1962 (see Reading view).* K. Fairey



74B RAMSGATE

Origin: Southern Railway (1930)
Gazetteer Ref: 6 B1
Closed: 1960
Shed-Codes: 74B (1950 to 1958)
73G (1958 to 1959)
Allocations: 1950 (74B)



'Schools' 4-4-0
30911 *Dover*
30912 *Downside*
30913 *Christ's Hospital*
30914 *Eastbourne*
30915 *Brighton*
30916 *Whitgift*
30917 *Ardingly*
30918 *Hurstpierpoint*

Class C 0-6-0
31004 31252 31298 31592 31690

Class 01 0-6-0
31065 31093 31390

Class H 0-4-4T
31259 31519 31522 31543
31265 31521 31532

Class L 4-4-0
31776 31777 31780 31781

'Battle of Britain' 4-6-2
34077 *603 Squadron*
34078 *222 Squadron*
34079 *141 Squadron*
34080 *74 Squadron*
34081 *92 Squadron*
34082 *615 Squadron*
34086 *219 Squadron*
34087 *145 Squadron*
34088 *213 Squadron*
34089 *602 Squadron*
34090 *66 Squadron*

'West Country' 4-6-2
34096 *Trevone*
34097 *Holsworthy*
34098 *Templecombe*
34099 *Lynmouth*
34100 *Appledore*

Total 43

Allocations: 1959 (73G)

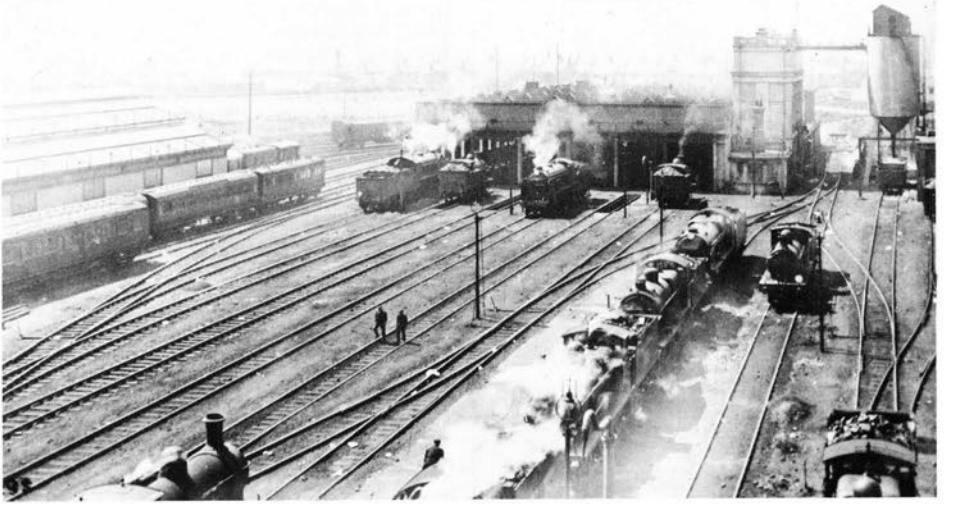
'Schools' 4-4-0
30910 *Merchant Taylors*
30911 *Dover*
30912 *Downside*
30913 *Christ's Hospital*
30914 *Eastbourne*
30916 *Whitgift*
30917 *Ardingly*
30918 *Hurstpierpoint*
30919 *Harrow*
30920 *Rugby*
30921 *Shrewsbury*
30922 *Marlborough*

Class C 0-6-0
31004 31245 31252 31271 31592

Class H 0-4-4T
31324 31326 31500

Looking west to Ramsgate shed in 1958 with 'Schools' 4-4-0 No 30915 Brighton *(73A) and 'King Arthur' 4-6-0 No 30803* Sir Harry le Fise Lake *(74A) left and right respectively.* H. C. Casserley

Ramsgate from the coaling plant in Southern Days. Ian Allan Library



A 1960 view of the water softener at Ramsgate when the depot had been reduced to a sub-shed of Ashford 73F. Note the prefabricated structure on the left which was erected for the coming of the EMUs. R. C. Riley

Various 4-4-0 classes at Ramsgate in 1927.
H. C. Casserley

Class L 4-4-0
31764 31775 31779 31780 31781

'West Country' 4-6-2
34016 *Bodmin*
34017 *Ilfracombe*
34021 *Dartmoor*
34022 *Exmoor*
34025 *Whimple*
34026 *Yes Tor*
34027 *Taw Valley*
34037 *Clovelly*

'Battle of Britain' 4-6-2
34078 *222 Squadron*

Class 2 2-6-2T
84025 84026 84027 84028 84029
Total 39

Ramsgate lost its allocation in June 1959 when it became sub-shed to Ashford 73F. The locos transferred to Nine Elms 70A, Bricklayers Arms 73B, Ashford 73F, Dover 73H, Stewarts Lane 73A and Brighton 75A.

Final closure came in December 1960.

74C DOVER

Origin: Southern Railway (1928)
Gazetteer Ref: 6 D2
Closed: 1961
Shed-Codes: 74C (1950 to 1958)
73H (1958 to 1961)
Allocations: 1950 (74C)

'King Arthur' 4-6-0
30767 *Sir Valence*
30768 *Sir Balin*
30769 *Sir Balan*
30770 *Sir Prianius*
30771 *Sir Sagramore*
30781 *Sir Aglovale*
30806 *Sir Galleron*

'Schools' 4-4-0
30924 *Haileybury*
30925 *Cheltenham*
30926 *Repton*
30927 *Clifton*

Class P 0-6-0T
31027 31323 31557 31558

Class R1 0-6-0T
31047 31128 31154 31340
31107 31147 31337

Class 01 0-6-0
31048 31373 31383 31430
31108 31381 31425 31434

Class C 0-6-0
31063 31113 31191 31243 31291

Class D1 4-4-0
31247 31470 31545 31735

Class H 0-4-4T
31276 31503 31518 31531
31306 31512 31530 31540

Class R 0-4-4T
31673

Class R1 0-4-4T
31708

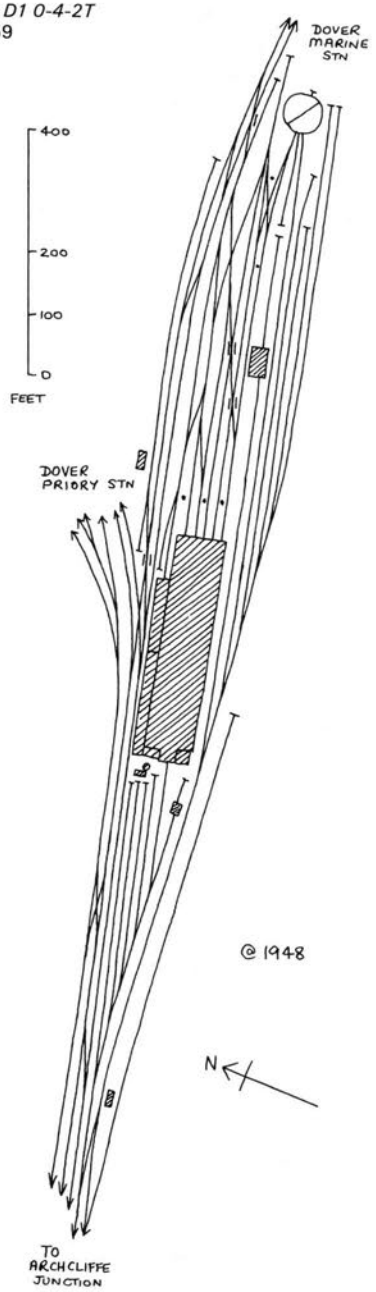
Class D 4-4-0
31737

Class L1 4-4-0
31753 31754 31755 31756 31757

Class N 2-6-0
31819 31820 31821 31823

Class E2 0-6-0T
32108 32109

Class D1 0-4-2T
32359



'Battle of Britain' 4-6-2
34072 *257 Squadron*
34073 *249 Squadron*
34074 *46 Squadron*
34075 *264 Squadron*

'Merchant Navy' 4-6-2
35029 *Ellerman Lines*
35030 *Elder Dempster Lines*

Total 68

Allocations: 1959 (73H)

Class 57xx 0-6-0PT
4601 4616 4630
4610 4626 4631

Class B4 0-4-0T
30084

'King Arthur' 4-6-0
30775 *Sir Agravaine*
30777 *Sir Lamiel*
30797 *Sir Blamor de Ganis*
30798 *Sir Hectimere*
30804 *Sir Cador of Cornwall*
30805 *Sir Constantine*

Class R1 0-6-0T
31010 31107 31174
31047 31128 31337

Class P 0-6-0T
31027 31323

Class 01 0-6-0
31065 31258 31425 31430 31434

Class C 0-6-0
31113 31150 31191 31243

Class H 0-4-4T
31328 31542

Class L1 4-4-0
31753 31754 31755 31788 31789

Class N 2-6-0
31818 31819 31820 31821

'Battle of Britain' 4-6-2
34070 *Manston*
34071 *601 Squadron*
34073 *249 Squadron*
34082 *615 Squadron*
34083 *605 Squadron*
34084 *253 Squadron*

'West Country' 4-6-2
34103 *Calstock*

Class 4 2-6-4T
42074 42076 42078 42092
42075 42077 42079 42095

Class 4 4-6-0
75065 75066 75067 75068 75069

Total 61

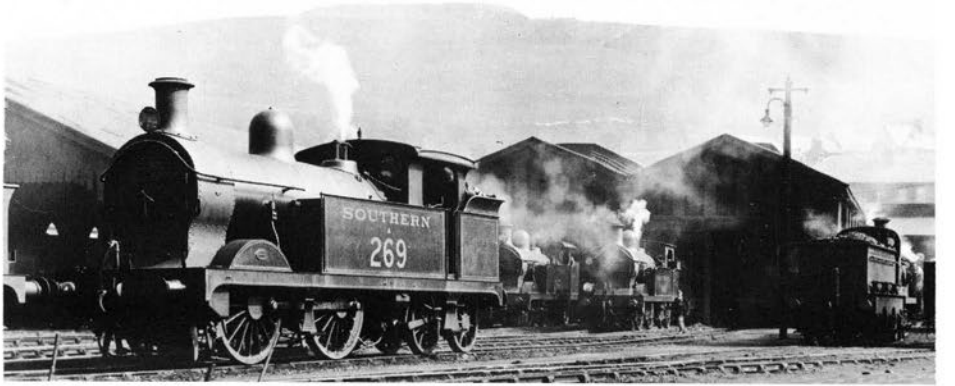
Dover was re-coded 73H in October 1958 and remained so until closure in October 1961. The displaced locos transferred to Salisbury 72B, Nine Elms 70A and Stewarts Lane 73A.

The shed was sometimes referred to as 'Marine'.

Looking west to Dover Marine shed from the coaler in 1949. The locos in the centre of the view are 'King Arthur' 4-6-0 No 30768 Sir Balin *and 'Schools' 4-4-0 No 30924* Haileybury *(both 74C).* Real Photographs

An overall view of Dover in 1959 from the direction of Marine station. R. C. Riley

The original ex-SECR shed at Dover Priory in 1927. This four lane depot declined in importance with the opening of the Southern Marine shed in 1928, but nevertheless managed to survive until 1932. H. C. Casserley



74D TONBRIDGE

Pre-Grouping Origin: SECR
Gazetteer Ref: 5 D5
Closed: 1965
Shed-Codes: 74D (1950-1958)
73J (1958 to 1962)
Allocations: 1950 (74D)

Class H 0-4-4T
31164 31320 31517 31548
31193 31327 31523 31550

Class C 0-6-0
31219 31272 31461 31590 31684
31244 31277 31580 31593 31686

Class D1 4-4-0
31246 31509 31745

Class D 4-4-0
31496 31728 31731
31549 31730 31733

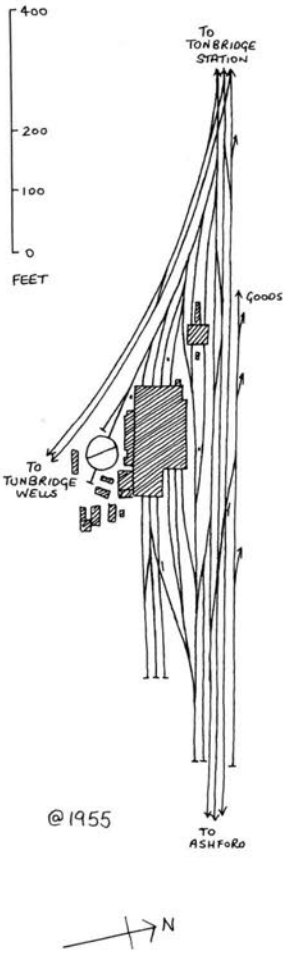
Class R 0-4-4T
31667 31670 31671 31675

Class R1 0-4-4T
31700 31703 31704

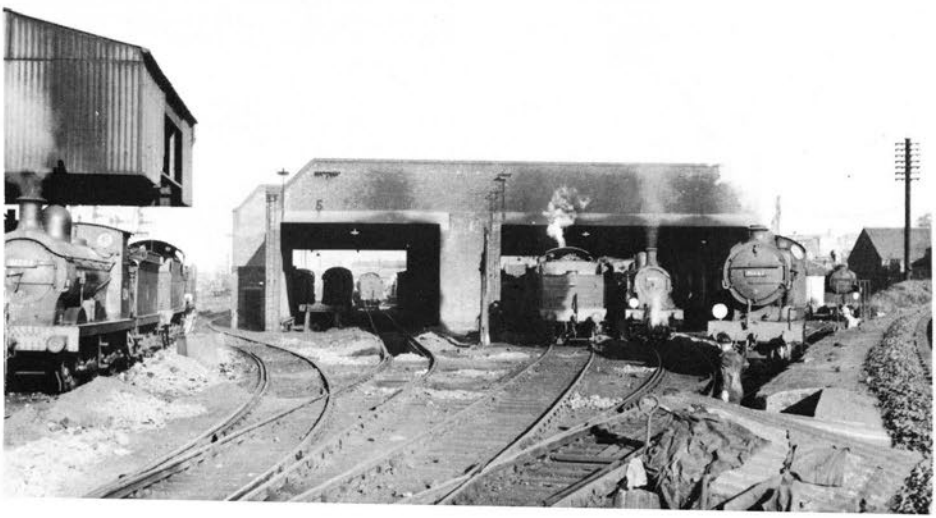
Class L 4-4-0
31760 31761 31765 31778 31779

Class E1 0-6-0T
32145

Class E3 0-6-2T
32167 32169 32454 32456



The western end of Tonbridge shed in 1957.
R. Blencowe



Looking across the Tonbridge and Tunbridge Wells line to the coaler at Tonbridge in 1961 with Class H 0-4-4T No 31543 (75F) in front of the canopy.
R. C. Riley

Class E4 0-6-2T

32488	32503	32580	32581	

Class Q1 0-6-0

33026	33029	33032	33035	33038
33027	33030	33033	33036	
33028	33031	33034	33037	

Total 61

Allocations: 1959 (73J)

Class H 0-4-4T

31164	31239	31279	31523
31177	31259	31295	31543
31193	31266	31517	

A close up of Tonbridge in 1961 from the west.
R. C. Riley

Class C 0-6-0

31244	31272	31588	31716
31270	31280	31590	

Class D1 4-4-0

31470	31487	31489	31492

Class L 4-4-0

31760	31763	31771
31762	31770	31773

The eastern end of Tonbridge depot in 1962, a few months before its demotion to sub of Stewarts Lane 75D. K. Fairey

Class U1 2-6-0
31896 31908 31909 31910

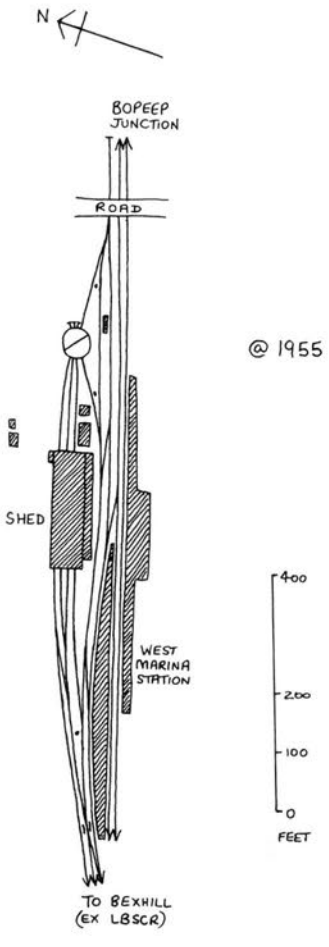
Class E3 0-6-2T
32456

Class E4 0-6-2T
32578 32580

Class Q1 0-6-0
33024 33029 33031 33033 33035
33028 33030 33032 33034 33036
Total 45

Tonbridge shed was recoded 73J in October 1958 and remained so until June 1962 when it was demoted to sub-shed of Stewarts Lane 75D. The engines transferred to Exmouth Junction 72A, Stewarts Lane 75D and Eastleigh 71A. However, when Stewarts Lane closed in September 1963, Tonbridge found itself sub-shedded to Redhill 75B. It survived in this form until closure in January 1965 when its remaining locos went to Tunbridge Wells West, itself a sub-shed of Redhill 75B by this time.

The shed was re-roofed in 1952.



74E ST LEONARDS

Pre-Grouping Origin: LBSCR
Gazetteer Ref: 6 F5
Closed: 1958
Shed-Code: 74E (1950 to 1958)
Allocations: 1950 (74E)

St Leonards shed from the west in 1952 with (left to right) 'Schools' 4-4-0 No 30937 Epsom *(73B), 'C' 0-6-0 No 31038 (74E) and 'D3' 0-4-4T No 32386 (75A).* Real Photographs

'Schools' 4-4-0
30900 *Eton*
30901 *Winchester*
30902 *Wellington*
30903 *Charterhouse*
30904 *Lancing*
30905 *Tonbridge*
30906 *Sherborne*
30907 *Dulwich*
30909 *St Paul's*
30910 *Merchant Taylors*
30935 *Sevenoaks*

Class C 0-6-0
31037 31038

Class R1 0-6-0T
31174 31335

Class H 0-4-4T
31279 31310 31319 31328

Class D 4-4-0
31493 31738

A diminutive Class A1X 0-6-0T No 32670 (74E) stands before an unidentified 'Schools' class 4-4-0 at St Leonards in 1957. K. Fairey

Class E 4-4-0
31587

Class L 4-4-0
31766 31768 31769

Class D3 0-4-4T
32378 32388 32391

St Leonards shed from the east in 1963, five years after closure. The brightness of the rail surface leading to and on the turntable would suggest that the site was still in use as a turning point. However, the presence of the canopied fuel pump would cause diesel power to contribute to this. K. Fairey

An overall view of the eastern end of St Leonards in 1950 with West Marina station to the left of the depot.
LGRP courtesy of David & Charles Ltd

Class Q1 0-6-0
33039 33040

Total 30

St Leonards shed lost its allocation in June 1958 with the bulk of the engines going to Tonbridge 74D, Ashford 74A, Brighton 75A and Tunbridge Wells West 75F. Although the depot continued to service the odd visitor after this date, it is safe to regard the shed as being closed in that month.

75A BRIGHTON

Pre-Grouping Origin: LBSCR
Gazetteer Ref: 5 F3
Closed: 1964
Shed-Code: 75A (1950 to 1964)
Allocations: 1950

Class P 0-6-0T
31178 31556

Class U1 2-6-0
31890 31891 31892 31893 31894

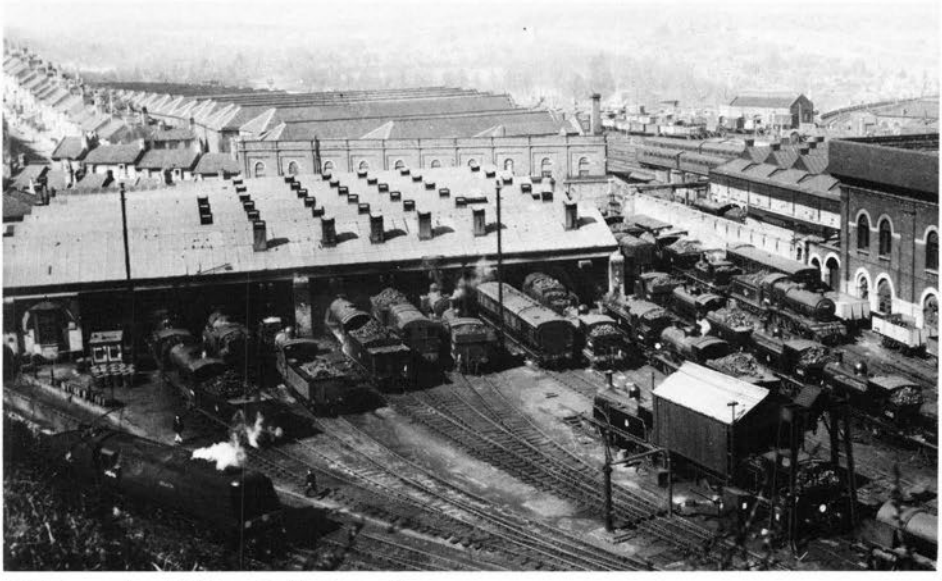
Class I1X
32005 32595

Class H1 4-4-2
32037 32038 32039

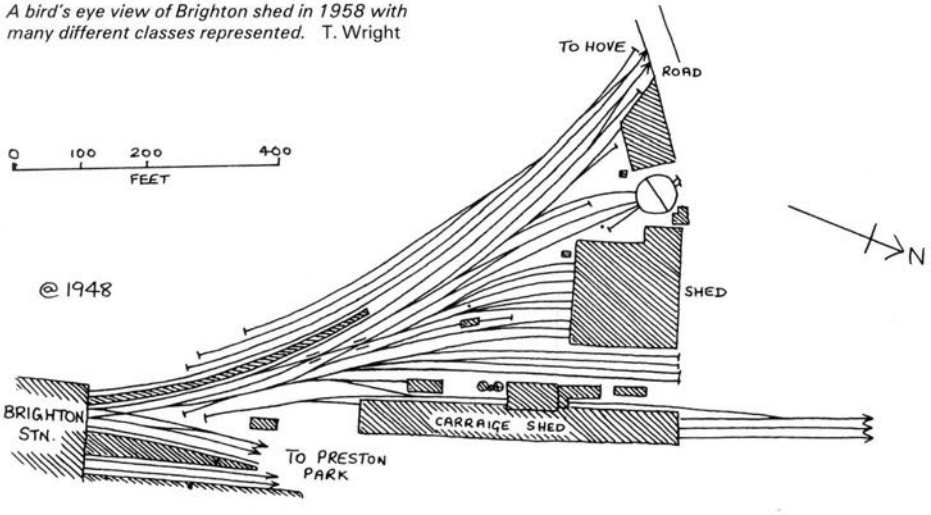
Class I3 4-4-2T
32076 32086 32088

Class E1 0-6-0T
32139 32142 32689

Class K 2-6-0
32337 32341 32343 32345 32347
32339 32342 32344 32346 32349



A bird's eye view of Brighton shed in 1958 with many different classes represented. T. Wright



Brighton as viewed from the station platform in 1963. Nearest the camera is Class 2MT 2-6-2T No 41301 (75A). K. Fairey

Class D3 0-4-4T
32368 32372 32376 32386 32393

Class E5 0-6-2T
32400 32575 32583
32573 32576 32594

Class H2 4-4-2T
32421 *South Foreland*
32422 *North Foreland*
32424 *Beachy Head*
32425 *Trevose Head*
32426 *St Albans Head*

Class C2 0-6-0
32437 32443 32528 32543
32438 32523 32539

Class E3 0-6-2T
32455

Class E4 0-6-2T
32470 32486 32505 32513 32577
32471 32494 32508 32514
32475 32504 32509 32566

Looking east across the shed yard at Brighton in 1963 with Class A1X 0-6-0T No 32640 (75A) in the foreground. R. C. Riley

Class A1X 0-6-0T
32636 32647

'West Country' 4-6-2
34036 *Westward Ho*
34037 *Clovelly*
34038 *Lynton*
34039 *Boscastle*
34040 *Crewkerne*
34041 *Wilton*

Class WD 2-8-0
90247 90354

Total 75

Allocations: 1959

Class M7 0-4-4T
30031 30053 30056 30110
30052 30055 30109

'Schools' 4-4-0
30900 *Eton*
30901 *Winchester*

Class P 0-6-0T
31325 31556

Class L 4-4-0
31776 31777 31778

Class K 2-6-0
32338 32340 32342
32339 32341 32343

Class C2 0-6-0
32441 32442 32449

Class E4 0-6-2T
32468 32484 32504 32515 32577
32475 32494 32508 32519
32480 32503 32512 32562

Class A1X 0-6-0T
32635 32655 32662 32670

'West Country' 4-6-2
34008 *Padstow*
34019 *Bideford*
34097 *Holsworthy*
34098 *Templecombe*
34099 *Lynmouth*

Class 4 2-6-4T
42066 42067

Class 4 4-6-0
75070

Class 4 2-6-4T
80013 80033 80147 80150 80153
80031 80145 80148 80151 80154
80032 80146 80149 80152

Total 62

Brighton shed closed in June 1964 and the last few engines transferred to Bournemouth 70F and Guildford 70C. Despite closure, the shed received the odd steam visitor well into 1965.

The westerly side of Brighton shed with the lines to Hove visible on the left. K. Fairey

75B REDHILL

Pre-Grouping Origin: SECR
Gazetteer Ref: 5 C3
Closed: 1965
Shed-Code: 75B (1950 to 1965)
Allocations: 1950

Class N 2-6-0
31843 31849 31857 31863
31844 31851 31858 31864
31848 31852 31862 31865

Class U1 2-6-0
31895 31897 31899
31896 31898 31900

Class C2 0-6-0
32449 32450 32540 32541 32550

Class E4 0-6-2T
32507 32517 32560 32561

Class E5 0-6-2T
32592

Class WD 2-8-0
90317 90360 90641
Total 31

Allocations: 1959

Class S15 4-6-0
30835 30836 30837

Class N 2-6-0
31817 31863 31865 31867 31869
31862 31864 31866 31868

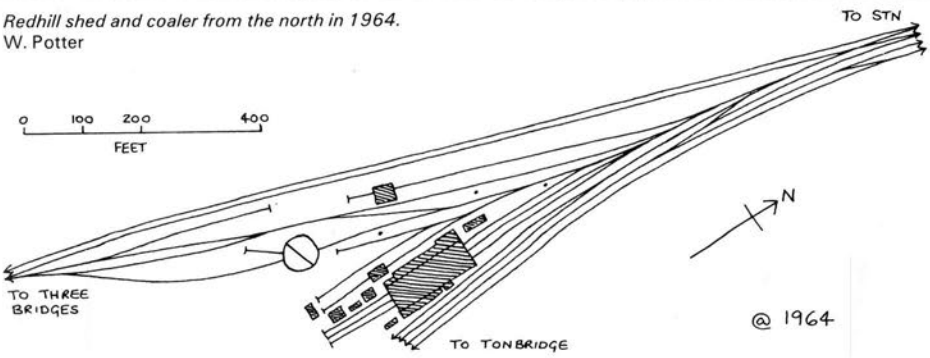
Class C2 0-6-0
32450 32451

Class 4 2-6-0
76053 76055 76057 76059 76061
76054 76056 76058 76060 76062
Total 24

Allocations: 1965

Class N 2-6-0
31405

Redhill shed and coaler from the north in 1964.
W. Potter



Class 4MT 2-6-4T

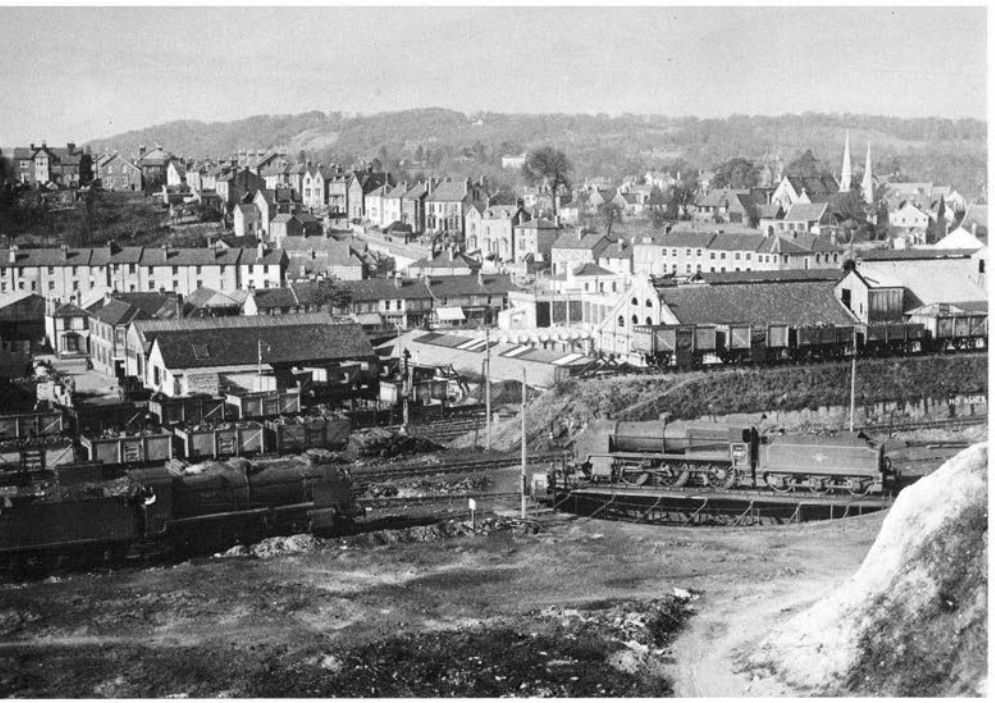
80011	80034	80088	80141	80151
80019	80068	80089	80142	80152
80032	80084	80094	80144	
80033	80085	80140	80145	

Total 19

Redhill closed in June 1965 and was the last Central Division depot in steam. The majority of the locos transferred to Feltham 70B and Salisbury 70E.

The southern end of Redhill in 1959 from an elevated viewpoint. The two locos nearest the camera are Class 'C' 0-6-0 No 31245 and 'D1' 4-4-0 No 31247, evidently in store as their covered chimneys suggest. J. L. Stevenson

Redhill (north end) from a different viewpoint in 1963 with (left to right) Classes U 2-6-0 No 31617 (70A) and N 2-6-0 No 31411 (75B) facing the shed. K. Fairey



Looking north-west to Redhill's turntable in 1960 with the town in the distance. Two of the depot's Class N 2-6-0s are on show namely No 31868 (left) and 31817. J. C. Beckett

75C NORWOOD JUNCTION

Origin: Southern Railway (1935)
Gazetteer Ref: 40 G4
Closed: 1964
Shed-Code: 75C (1950 to 1964)
Allocations: 1950

Class Q 0-6-0

30533	30537	30539	
30534	30538	30547	

Class W 2-6-4T

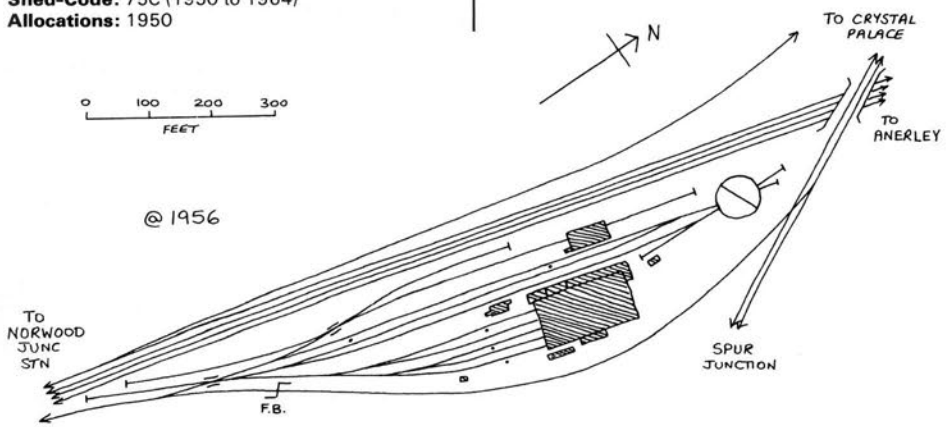
31916	31917	31918	31919	31920

Class E6 0-6-2T

32407	32411	32416	32418
32409	32414	32417	

Class C2 0-6-0

32440	32447	32535	32546
32444	32526	32536	32547



Norwood Junction shed in August 1963, a few months before closure with nine diesels evident amongst the 17 locos visible. J. Scrace

Class E4 0-6-2T

32466	32477	32489	32502
32473	32478	32495	32506
32476	32479	32498	32578

Total 38

Allocations: 1959

Class Q 0-6-0

30533	30537	30540
30534	30538	30549

Class W 2-6-4T

31917	31918	31919	31920

Norwood Junction on the occasion of a society visit in 1958. Photomatic

Looking north-east to Norwood from the ash roads in 1957. Photomatic

Class E3 0-6-2T
32165 32166

Class E6 0-6-2T
32416

Class C2 0-6-0

32443	32445	32447	32521	32545
32444	32446	32448	32544	32546

Total 23

Most of Norwood Junction's allocation was transferred away in December 1963 but the last few locos were withdrawn upon closure in January 1964.

A busy scene at Norwood Junction in April 1960. K. Fairey

75D HORSHAM

Pre-Grouping Origin: LBSCR
Gazetteer Ref: 5 E2
Closed: 1964
Shed-Code: 75D (1950 to 1959)
Allocations: 1950

Class M7 0-4-4T
30027 30047

Class Q 0-6-0
30545 30546

Class C3 0-6-0
32302

Class D3 0-4-4T
32364 32365 32379 32380 32384

Class E5 0-6-2T
32399 32401 32568 32570 32586

Class E4 0-6-2T
32464 32501 32515
32482 32511 32556

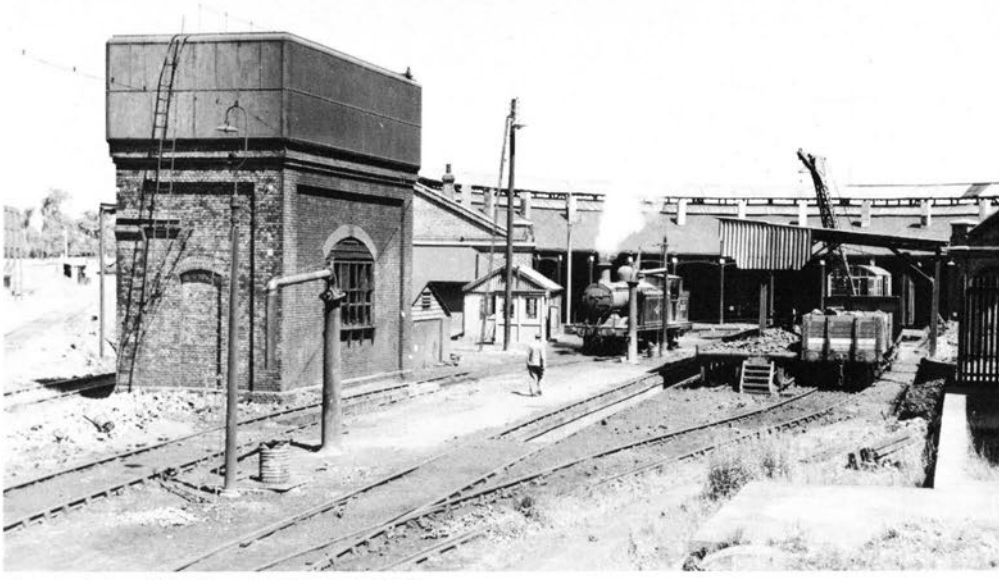
Class C2 0-6-0
32521 32537 32544 32548

Total 25

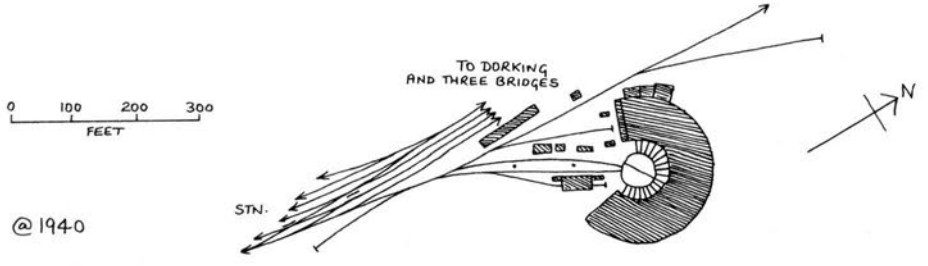
Allocations: 1959

Class M7 0-4-4T
30047 30048 30049 30050 30051

Class Q 0-6-0
30544 30545 30546 30547



An overall view of Horsham roundhouse in 1959 with Class E4 0-6-2T No 32475 (75A) alongside a water column. J. Scrace



Class E4 0-6-2T
32463 32469 32470

Class C2 0-6-0
32522 32526 32541

Total 15

*Two views of the same locomotive, Class E4 0-6-2T No 32470 (75D) in different years at Horsham. The exterior view shows the loco on the turntable in 1958 (*Photomatic*) whilst the interior 1961 shot gives a good full length perspective in relation to the size of the stabling radii.* T. Wright

Horsham became a sub-shed of Three Bridges 75E in July 1959 and lost its allocation to Three Bridges 75E and Brighton 75A. The closure of Three Bridges in January 1964 resulted in Horsham being worked as a sub-shed of Brighton 75A until its own demise in June of the same year.

The sorry sight at Horsham after closure with headless water column and redundant coal stage.
T. Wright

75E THREE BRIDGES

Pre-Grouping Origin: LBSCR
Gazetteer Ref: 5 D3
Closed: 1964
Shed-Code: 75E (1950 to 1964)
Allocations: 1950

Class Q 0-6-0
30540 30541

Class I1X 4-4-2T
32002

Class I3 4-4-2T
32078 32079 32084 32091

Class K 2-6-0
32350 32351 32352 32353

Class C2 0-6-0
32441 32451 32527 32532 32552
32445 32522 32529 32545 32553

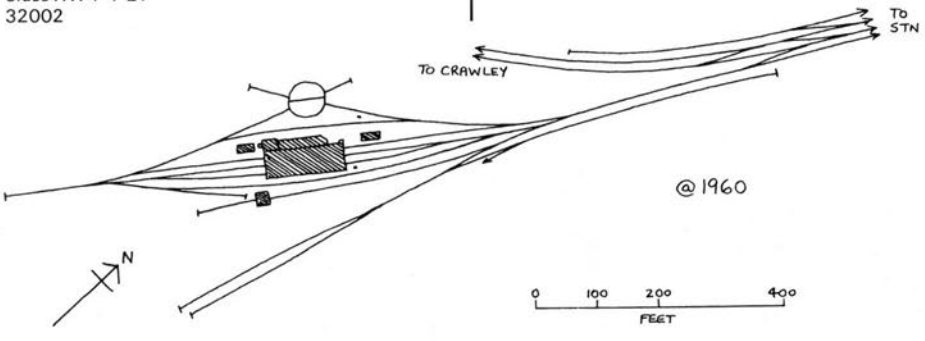
Class E4 0-6-2T
32465 32484 32497 32519
32480 32496 32516 32520

Class E5 0-6-2T
32571 32584

Total 31

Allocations: 1959

Class H 0-4-4T
31162 31269 31530



Class K 2-6-0

32344	32346	32348	32351	32353
32345	32347	32350	32352	

Class C2 0-6-0

32523	32528	32532	32535
32527	32529	32534	32536

Class 4 2-6-4T

42068	42069	42070	42071

Class 4 4-6-0

75075

Class 4 2-6-4T

80010	80011	80012

Total 28

Three Bridges shed closed in January 1964 and its remaining locos went to Guildford 70C, Bournemouth 70F, Brighton 75A and Feltham 70B. The shed continued to store and service visiting engines up to November of the same year.

The south-western end of Three Bridges shed in 1958 with three of its Class C2 0-6-0 allocation facing. Left to right are Nos 32534, 32536 and 32523. W. Potter

The north-eastern entrance to Three Bridges in 1963. Nearest the camera is Class Q1 0-6-0 No 33015 (75E). K. Fairey

Class C2 0-6-0 No 32535 (75E) being coaled at Three Bridges in 1961. R. C. Riley

Two BR Standard designs at Three Bridges in 1963. K. Fairey

75F TUNBRIDGE WELLS WEST

Pre-Grouping Origin: LBSCR
Gazetteer Ref: 5 D5
Closed: 1965
Shed-Code: 75F (1950 to 1963)
Allocations: 1950

Class H 0-4-4T
31016 31182

Class I3 4-4-2T
32021 32026 32029 32087
32022 32027 32075 32090
32023 32028 32082

Class J1 4-6-2T
32325

Class J2 4-6-2T
32326

Class D3 0-4-4T
32390

Class E4 0-6-2T
32512 32582

Class 4MT 2-6-4T
42096 42098 42100
42097 42099 42101

Total 24

Allocations: 1959

Class H 0-4-4T
31278 31327 31521 31554
31310 31329 31544

Class E4 0-6-2T
32517 32581

Class 2 2-6-2T
41319

Class 4 2-6-4T
42101 42103 42105
42102 42104 42106

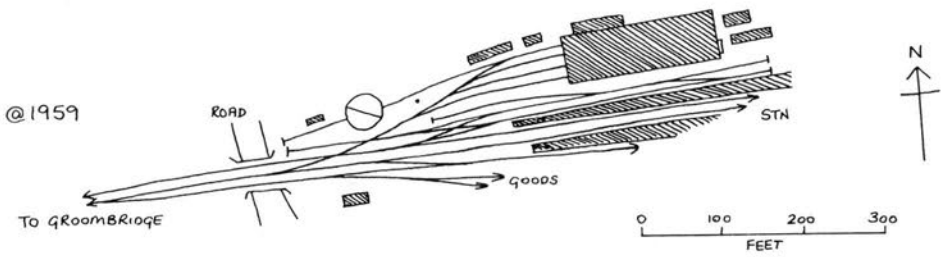
Class 4 2-6-4T
80014 80016 80018
80015 80017 80019

Total 22

Tunbridge Wells West lost its independent status in September 1963 when it became a sub-shed to Brighton 75A. The locos transferred to Brighton 75A and Three Bridges 75E.

It later became a sub-shed to Redhill 75B with the closure of Brighton in June 1964. The depot continued under Redhill's wing until final closure in June 1965.

An overall view of the shed yard and station approach at Tunbridge Wells West in 1951. On the left Class I3 4-4-2T No 32023 (75F) is taking on water. This class of loco formed the mainstay of the shed's tank classes in 1950, but all had been withdrawn or transferred away by late 1951.
R. C. Riley



Tunbridge Wells West shed in 1954 clearly showing the scant remains of the original roof which was rebuilt soon after. B. Hilton

Tunbridge Wells West in the month it became a sub-shed to Brighton 75A, September 1963. W. T. Stubbs

This 1958 view of Tunbridge Wells West depicts the new roof and two of the depot's Class H 0-4-4T locos Nos 31554 (left) and 31521. K. Fairey

75G EASTBOURNE

Pre-Grouping Origin: LBSCR
Gazetteer Ref: 5 G5
Closed: 1965
Shed-Codes: 75G (1950 to 1952)
Allocations: 1950

Class I1X 4-4-2T
32009 32603

Class I3 4-4-2T
32030 32077 32081 32083 32089

Class B4 4-4-0
32043 32055 32062 32068 32072
32054 32060 32063 32071 32073

Class K 2-6-0
32348

Class D3 0-4-4T
32385 32394

Class E5 0-6-2T
32402 32405 32574 32591
32404 32406 32588 32593

Class C2 0-6-0
32434 32534 32538

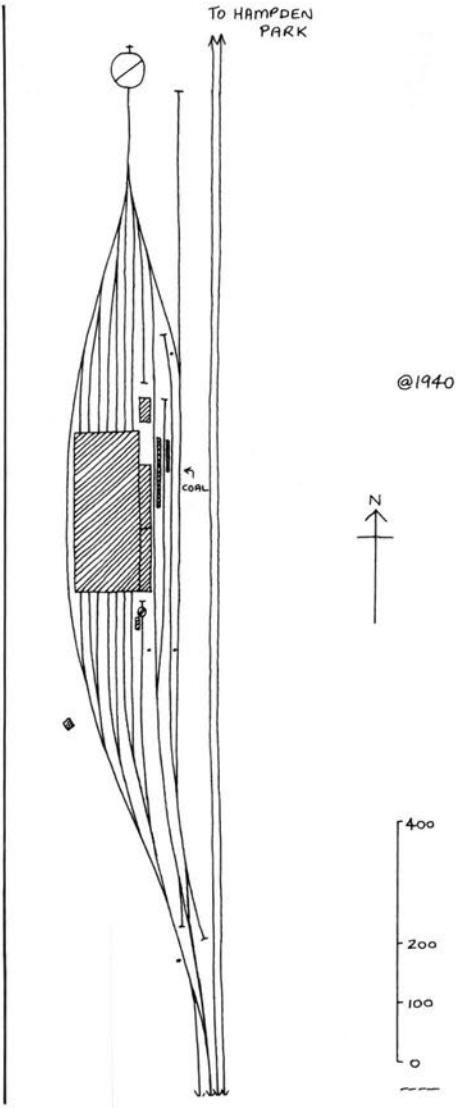
Class E4 0-6-2T
32485 32518

Total 33

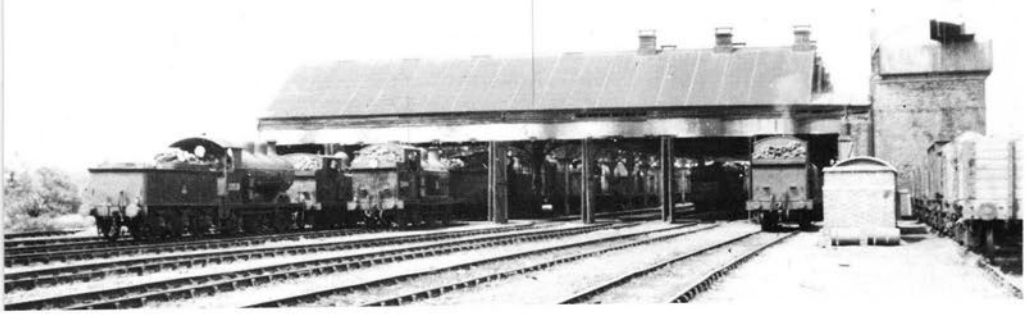
Eastbourne shed lost its code and engine allocation in September 1952. The majority of the locos went to Brighton 75A, Tunbridge Wells West 75F, Redhill 75B and St Leonards 74E.

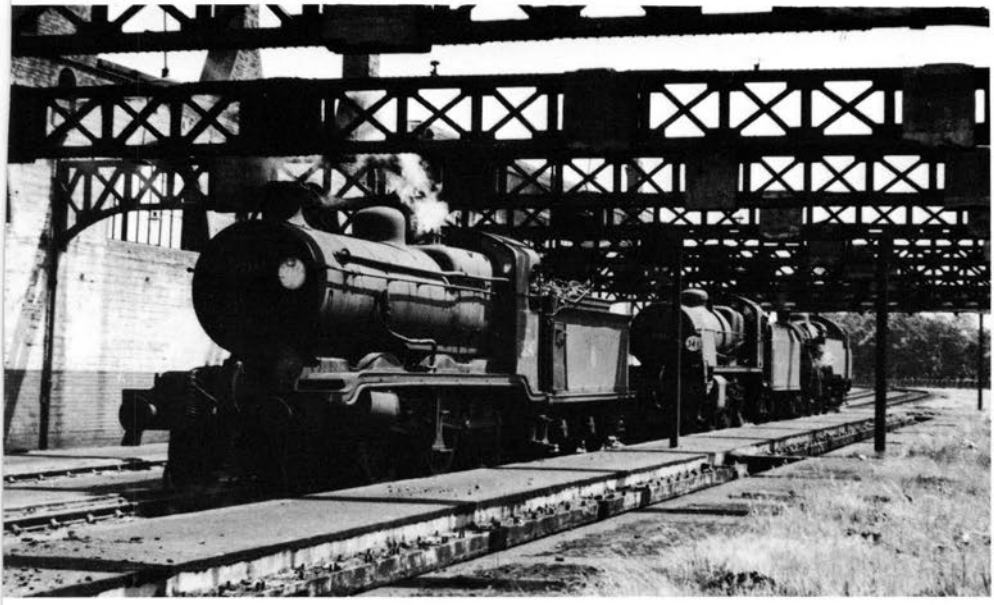
It then became sub-shed to Brighton 75A and was allowed to depreciate structurally, becoming virtually roofless by 1956.

When Brighton closed in June 1964, Redhill 75B became the parent depot until final closure in June 1965.



The southern end of Eastbourne shed in 1950





Looking south inside the roofless Eastbourne in 1960 whilst operating as a sub-shed of Brighton 75A. T. Wright

Class E4 0-6-2T No 2562 (eventual BR No 32562) being coaled at Eastbourne in 1933. H. C. Casserley

The more decrepit north entrance to Eastbourne in the same year, 1950. B. Hilton

List of Shed-Codes

The following list sets out every shed-code that existed for steam Motive Power Depots under the Southern Region from 1950 to 1967 along with each venue and its length of occupancy.

70A Nine Elms 1950-67
70B Feltham 1950-67
70C Guildford 1950-67
70D Basingstoke 1950-63. Eastleigh 1963-67
70E Reading South 1950-59. Salisbury 1962-67
70F Fratton 1954-59. Bournemouth 1963-67
70G Newport IoW 1954-57. Weymouth 1963-67
70H Ryde IoW 1954-67
70I Southampton Docks 1963-66

71A Eastleigh 1950-63
71B Bournemouth 1950-63
71C Dorchester 1950-55
71D Fratton 1950-54
71E Newport IoW 1950-54.
71F Ryde IoW 1950-54
71G Bath Green Park 1950-58. Weymouth 1958-63
71H Templecombe 1950-58. Yeovil Pen Mill 1958-59
71I Southampton Docks 1950-63
71J Highbridge 1950-58

72A Exmouth Junction 1950-63
72B Salisbury 1950-62
72C Yeovil Town 1950-63
72D Plymouth Friary 1950-58
72E Barnstaple Junction 1950-63
72F Wadebridge 1950-63

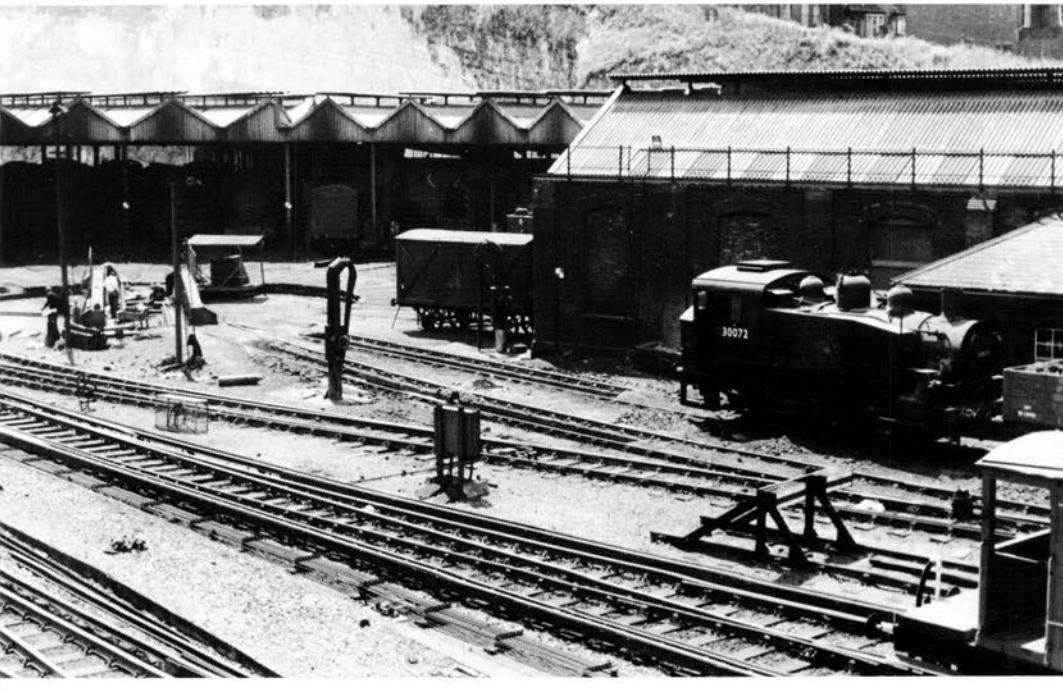
73A Stewarts Lane 1950-62
73B Bricklayers Arms 1950-62
73C Hither Green 1950-61
73D Gillingham 1950-59
73E Faversham 1950-59
73F Ashford 1958-63
73G Ramsgate 1958-59
73H Dover 1958-61
73J Tonbridge 1958-62

74A Ashford 1950-58
74B Ramsgate 1950-58
74C Dover 1950-58
74D Tonbridge 1950-58
74E St Leonards 1950-58

75A Brighton 1950-64
75B Redhill 1950-65
75C Norwood Junction 1950-64
75D Horsham 1950-59. Stewarts Lane 1962-63
75E Three Bridges 1950-64
75F Tunbridge Wells West 1950-63
75G Eastbourne 1950-52

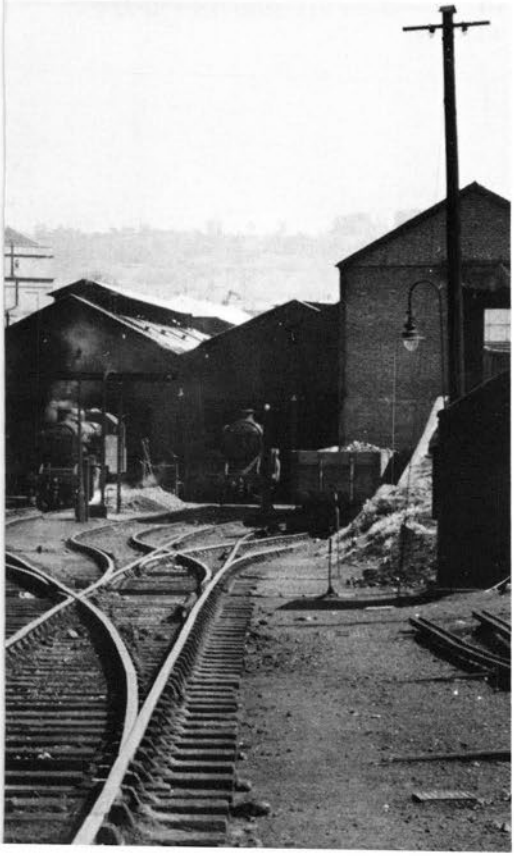
Guildford on the last day of steam on the Southern Region — 9 July 1967. BR Standard Class 5MT 4-6-0 No 73155 takes on water overlooked by the shed pilot No 30072. T. Wright

Roundhouse depots had a distinct advantage for ease of shunting movements except when the turntable required attention and trapped all within as is the case here at Guildford in June 1963. K. Fairey



A spotless 'Battle of Britain' 4-6-2, No 34064 Fighter Command, *outside Eastleigh shed in May 1964.* K. Fairey

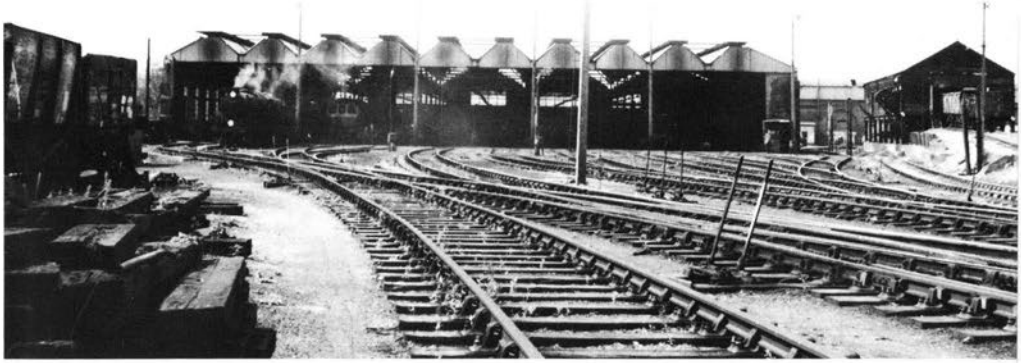
Bournemouth shed a few days before closure in July 1967 with an unidentified 4-6-2 amid its successors. J. L. Stevenson



The approach to Bath Green Park's ex-SDJR building in 1959. Photomatic

Southampton Docks depot in February 1960 with four camera-shy 'USA' 0-6-0Ts Nos 30070, 30067, 30074 and 30071. T. Wright

The single lane sub-shed at Exmouth as seen from the station platform in July 1957. Left to right are Nos 41307, 30670, 41318 and 41306 (all 72A). N. E. Preedy



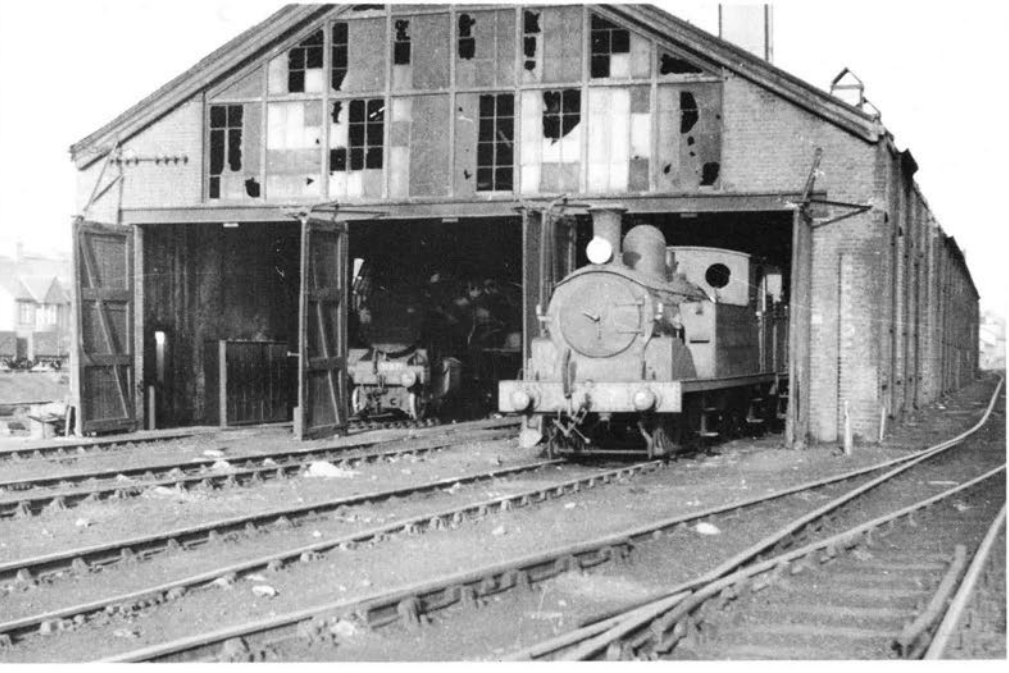
A familiar sight during the latter days of steam — Salisbury shed in August 1966. J. L. Stevenson

Salisbury in happier times with BR Standard and ex-GWR locos sharing the metals. 'Hall' class 4-6-0 No 6932 Burwarton Hall *(86C) is on the right:* Photomatic

Yeovil Town shed just before nationalisation with Class T9 4-4-0 No 114 (BR No 30114).
LGRP courtesy of David & Charles

The coaling and watering facilities at Plymouth Friary as viewed from the West in 1958. K. Fairey

Southern Railway Class T1 0-4-4T No 7 (BR No 30007) outside the eastern end of Plymouth Friary shed in 1949. The last few survivors of this class were withdrawn in 1951. B. K. B. Green

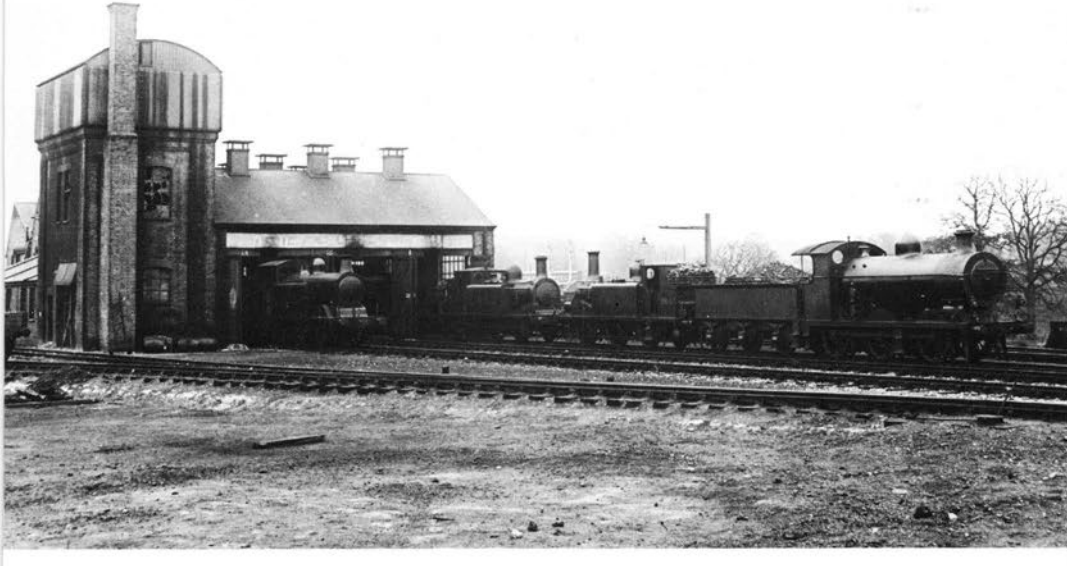


Contrasting views of the same depot — Gillingham. The livelier of the two depicts the shed in 1951 with a variety of motive power including a WD class 2-8-0 No 90226. The other was taken in 1963, three years after closure.
Photomatic & W. T. Stubbs

A view of Ashford shed in Southern days.
Photomatic

Redhill shed in 1935 showing the style of roof prior to the 1950 rebuilt by BR.
LGRP courtesy of David & Charles

A pre-grouping study of the LBSCR depot at Three Bridges in 1921. LGRP courtesy of David & Charles



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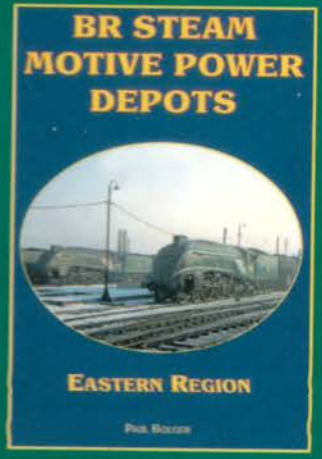

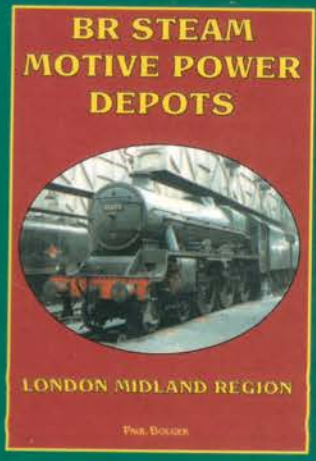

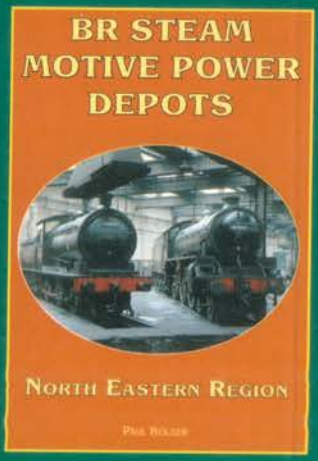

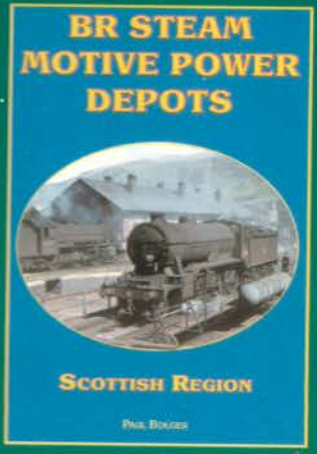

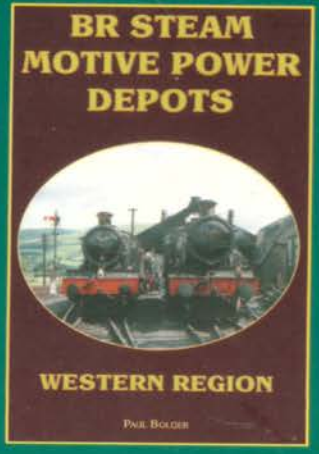

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